SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

133

TIME TABLE

FOR THE

SACRAMENTO DIVISION

To Take Effect Sunday, September 2, 1928, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

J. H. DYER,
General Manager

F. L. BURCKHALTER,
First Assistant General Manager

R. L. RUBY,
Superintendent of Transportation

T. AHERN,
Assistant General Manager

W. L. HACK,
Superintendent

EASTWARD

Time Table No. 133

September 2, 1928

Capacity of sidings in car lengths.	THIRD CLASS									FIRST CLASS										Distance from San Francisco	STATIONS
	280	230	276	270	222	308	256	306	262	22	2	48	20	534	28	24	42	14	10		
	Freight	Nevada Mdse.	Freight	Freight	Freight	Local Freight	Freight	Local Freight	Freight	Tahoe	San Francisco Overland Limited	El Dorado	Pacific Limited	Sacramento Colfax Motor	Gold Coast Limited	Sierra	San Francisco Gerber Passenger	Oregonian	Salt Lake		
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Lv. Mon. Wed. & Fri.	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
Term Yard BKWFTYPI		6.45PM			8.40AM					11.35PM	9.30PM	8.10PM	7.35PM	4.05PM	2.40PM	10.45AM	9.30AM	1.40AM	1.00AM	88.8	TO-R SACRAMENTO 3.0
Yard IYP		7.00			8.55		8.50AM			11.42	9.37	8.17	7.42	f4.12	2.47	10.52	9.37	1.47	1.07	91.8	ELVAS 1.7
Yard PW														f4.16		f	f			93.5	SWANSTON 1.4
85 Yard P										11.47	9.42	8.22	7.47	f4.20	2.52	10.57	9.42	1.52	1.13	94.9	BENALI 7.9
60 Yard P										11.58PM	9.53	8.33	7.58	s4.31	3.03	11.08	s 9.53	2.03	1.24	102.8	ANTELOPE 3.8
Term Yard BKTWFPY	9.00PM	7.30PM	4.30PM	12.30PM	10.00AM		9.50AM	4.00AM	2.40AM	s12.15AM	s10.10	s8.42PM	s 8.15	s4.45	s 3.20	s11.20	s10.05AM	s 2.12AM	s 1.40	106.6	TO-R ROSEVILLE 4.0
Yard P								4.15		f				s4.55		f11.29AM			s 1.50	110.6	TO ROCKLIN 4.9
65								See Page 3.		f12.35	10.26		8.32	See page 3.	3.37	See page 3			2.01	115.5	LINCOLN AV., PENRYN 4.7
84 WP	10.00		5.20	1.20				6.50	3.30	s12.50	10.36		f 8.43	s5.30	3.48	s12.02PM			s 2.15	120.2	TO NEWCASTLE 4.0
78 WP								7.50		s 1.05	10.45		s 8.52	s5.45	3.57	s12.15			s 2.28	124.2	AUBURN, NEVADA ST. 4.9
68 P			6.00					8.20		1.15	10.54		9.02	f6.00	4.07	f12.25			2.38	129.1	BOWMAN 2.3
P														f6.07		12.30				131.4	CLIPPER GAP 2.9
78 PW	11.03							9.05		1.27	11.03		9.13	s6.15	4.18	f12.36			2.49	134.3	EAST APPLEGATE 3.4
75 P								9.30						s6.25		f12.43				137.7	N. E. MILLS 4.0
Yard YPWBK	11.59PM		7.20	3.00		7.00AM		9.55AM	5.30	s 1.45 1.55	11.25		s 9.35	s6.35PM	s 4.40	s 1.00			s 3.15	141.7	TO-R COLFAX 4.3
60 P										2.09	11.38		9.49	See Note	4.54	f 1.14			3.29	146.0	CAPE HORN 6.2
125 PWFY	1.10AM		8.30			8.15			6.45	f 2.30	11.53PM		10.10		5.12	f 1.32			s 3.48	152.2	TO GOLD RUN 1.9
6 PSpur													f			f			s	154.1	DUTCH FLAT 1.9
4 PSpur																f			s	156.0	ALTA 0.8
5 Spur PW						9.00				2.47	12.08AM		10.27		5.27	f 1.47			s 4.10	156.8	TO TOWLE 2.8
															s	s 2.00				159.6	AMERICAN 1.1
68 P						9.30				3.02	12.23		10.45		5.43	f 2.04			4.25	160.7	MIDAS 4.1
77 P	2.35			5.00		10.00				3.15	12.37		11.02		5.57	2.15			4.37	164.8	KNAPP 0.7
Yard PTW	2.50		10.05			10.10			8.15	f						s 2.20			f 4.40	165.5 166.6	BLUE CANON 5.2
80 IPTW			10.40			11.50AM			9.00	f 3.40	12.57		f11.18		6.17	s 2.37			f 4.58	171.8	TO EMIGRANT GAP 6.1
82 PW	4.00		11.35PM	5.50		12.25PM				4.00	1.13		11.35		6.34	f 2.55			f 5.17	177.9	CRYSTAL LAKE 2.4
PWT						1.30			10.10	f 4.10	1.18		f11.41		6.39	s 3.05			f 5.25	180.8	TO CISCO 5.2
67 PW						2.05				4.26	1.30		11.55PM		6.53	f 3.20			5.40	185.5	TROY 4.9
P						2.30			10.45							f 3.32			f	190.4	SODA SPRINGS 1.6
79 PTWB	5.55AM		12.45AM	7.00PM		3.05PM			11.15AM	f 4.45AM	1.45AM		12.15AM		7.10PM	s 3.40PM			f 5.55AM	192.0	TO NORDEN
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Mon. Wed. & Fri	Arrive Daily	Ar. Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(102.1)
	(8.55)	(0.45)	(8.15)	(6.30)	(1.20)	(8.05)	(1.00)	(5.55)	(8.35)	(5.10)	(4.15)	(0.32)	(4.40)	(2.30)	(4.30)	(4.55)	(0.35)	(0.32)	(4.55)		...............Time over District
	9.58	23.73	10.35	13.14	13.35	6.26	14.80	5.93	9.95	19.76	24.02	35.60	21.87	21.16	22.68	20.76	30.51	33.37	20.76		...............Average speed per hour

Block Signals

No. 2 Track

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
28	Roseville	Receive	Reno or East	
28	Any Station	Receive	Cheyenne	
20	Any Station	Receive	Ogden	
10	Any Station	Receive	Ogden	
10	Smart	Discharge		
534	Roseville High School	Receive		
2	Any Station	Receive	Cheyenne or East	
24 534	Walerga			
24	Magra Smart Forebay			

Train-Order office Roseville, located in yard office, west of Lincoln Street.

Trains must not exceed 15 miles per hour through Elvas interlocking plant.

Trains and engines must not exceed 12 miles per hour over Lincoln Street crossing, Roseville.

No. 42 connects daily with No. 27 at Roseville unless otherwise instructed.

At Roseville, schedule time and train orders for eastward trains on Roseville-Gerber line, applies at west switch of cross-over, leading from No. 2 to No. 1 tracks, 400 feet west of Lincoln Street crossing.

No. 4 track between Rocklin and Loomis will be used exclusively by Nos. 24, 534 and 306; by other trains only when authorized by train order.

Eastward trains to use siding at Clipper Gap, back in through cross-over near east end of siding.

Eastward trains authorized to use No. 1 track between Loomis and Newcastle may proceed on No. 1 track to the first cross-over switch located east of the station building at Newcastle.

The schedule of No. 534 terminates at the passenger station Colfax on No. 2 track.

Additional Stations: Walerga 99.4, Enwood 107.9, Lander 139.0, Magra 148.5, Gorge 158.6, Smart 173.3, Yuba Pass 176.1, Tamarack 183.7, Spruce 187.8.

EASTWARD

WESTWARD

EASTWARD			Time Table No. 133		FIRST CLASS										THIRD CLASS						
306	24	534	September 2, 1928	Distance from Norden	13	19	1	9	535	39	27	23	41	21	305	307	333	335	319	257	Capacity of Sidings in Car Lengths.
Local Freight	Sierra	Sacramento Colfax Motor			Oregonian	Pacific Limited	San Francisco Overland Limited	Fast Mail	Colfax Sacramento Motor	Senator	Gold Coast Limited	Sierra	Gerber San Francisco Passenger	Tahoe	Local Freight	Local Freight	Tracy Freight	Tracy Freight	Freight	Freight	
Lv. Daily Ex. Sunday	Leave Daily	Leave Daily	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sunday	Ar. Tues., Thur. & Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
			TO-R SACRAMENTO 3.0	102.5	s3.40AM	s4.50AM	s 5.30AM	s5.45AM	s8.55AM	s10.20AM	s10.50AM	s 2.55PM	s5.00PM	s 4.05AM					4.50PM		Term. Yard WFTYPBKI
			ELVAS 1.7	99.5	3.32	4.42	5.22	5.37	8.45	10.12	10.42	2.47	4.52	3.57			9.35AM	3.00PM	4.40	11.40PM	PIY Yard
			SWANSTON 1.4	97.8					f			s									WP
			BENALI 7.9	96.4	3.26	4.36	5.14	5.31	f8.38	10.06	10.36	f 2.39	4.46	3.51							P 85
			ANTELOPE 3.8	88.5	3.15	4.25	5.02	5.20	s8.26	9.55	10.25	f 2.27	4.35	3.40							P 60
			TO-R ROSEVILLE 4.0	84.7	3.05AM	s4.15	s4.50	s5.10	s8.15	9.45AM	s10.15	s 2.15	4.25PM	s 3.30	4.00PM		8.50AM	2.25PM	4.00PM	11.00PM	Term. Yard TFWYPBK
4.15AM	s11.29AM	s4.55PM	TO ROCKLIN 3.3	80.7					s8.05			f 2.03		f 3.13	3.40						P Yard
4.54 5.20	s11.40	s5.05	TO LOOMIS 2.7	77.4		3.55	4.30	4.54	s7.57		9.57	s 1.56		f 3.05	2.43						P 94
6.10 6.30	s11.50AM	s5.15	TO PENRYN 3.0	74.7					s7.50			s 1.48		f 2.58	1.48						P 51
6.50AM	s12.02PM	s5.30PM	TO NEWCASTLE 4.0	71.7		f3.40	4.13	4.41	s7.42		9.44	s 1.40		s 2.50	1.30						WP 73
			FLINT 0.9	67.7																	P 73
			TO AUBURN 3.9	66.8		f3.27	4.00	4.30	s7.29		9.33	s 1.28		s 2.35	12.40PM						WP 50
			BOWMAN 2.5	62.9		3.17	3.48	4.21	s7.18		9.23	f 1.16		2.23							P 73
			CLIPPER GAP 3.0	60.4					f7.12			f									P 58
			WEST APPLEGATE 3.2	57.4		3.04	3.35	4.09	s7.05		9.10	f 1.03		f 2.10							WP 51
			N. E. MILLS 5.0	54.2					s6.58			f12.54									Spur P 57
			TO-R COLFAX 4.3	49.2		s2.45	3.16	3.50	6.45AM		s 8.50	s12.40		s 1.50	9.10AM	2.00PM					YWPBK Yard
			CAPE HORN 6.2	44.9		2.33	3.03	3.38	See Note		8.35	f12.24		1.34							P 62
			TO GOLD RUN 1.9	38.7		2.19	2.47	3.24			8.21	f12.09PM		f 1.19		1.30PM					WFYP 65
			DUTCH FLAT 2.7	36.8								f		f							Spur P 6
			TO TOWLE 2.8	34.1		2.08	2.33	3.13			8.10	f11.54AM		f 1.05							WP Spur 5
			AMERICAN 1.1	31.3							s	s									
			MIDAS 4.1	30.2		1.58	2.21	3.03			7.56	f11.40		12.54							P 68
			KNAPP 0.7	26.1		1.48	2.10	2.49			7.46	11.28		12.44		11.40AM					P 77
			BLUE CANON 5.2	25.4		1.46	2.08	2.47			7.44	f11.26		f12.42		11.35					PTW
			TO EMIGRANT GAP 4.3	20.2		1.33	1.54	2.34			7.29	s11.10		f12.25		11.10					WPI 80
			YUBA PASS 2.2	15.9		1.23	1.43	2.24			7.18	f10.57		12.12		10.45					Summer 60 P
			CRYSTAL LAKE 2.0	13.7		1.18	1.37	2.19			7.12	f10.51		12.05AM		10.10					PW 82
			TO CISCO 5.5	11.7		1.13	1.32	2.14			7.07	s10.45		f11.59PM							PT
			TROY 4.9	6.2		1.01	1.18	2.02			6.54	f10.27		11.42							PW 56 Summer 67
			SODA SPRINGS 1.3	1.3								f10.13		f							P
			TO NORDEN	0.0		12.47AM	1.02AM	1.48AM			6.38AM	10.08AM		11.24PM		8.30AM					PTBWI
Ar. Daily Ex. Sunday	Arrive Daily	Arrive Daily	(101.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Sunday	Leave Tues. Thurs. & Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
			Time over District		(0.35)	(4.03)	(4.28)	(3.57)	(2.10)	(0.35)	(4.12)	(4.47)	(0.35)	(4.41)	(6.50)	(5.30)	(0.45)	(0.35)	(0.50)	(0.40)	
			Average speed per hour		30.51	25.30	22.95	25.95	24.60	30.51	24.40	21.43	30.51	21.89	5.19	8.95	19.73	25.37	21.36	22.20	

Block Signals

No. 1 Track

The above schedules are shown only for information and have no time-table superiority between Loomis and Newcastle, but will be known by their numbers and handled only by train orders between Loomis and Newcastle.

Train-Order Office Roseville, located in Yard Office, west of Lincoln Street.

Westward trains receiving orders at, or east of Newcastle moving an eastward train from Loomis to Newcastle on No. 1 track, must not pass east cross-over switch at Newcastle until opposing trains on No. 1 track have arrived.

Westward trains must stop east of east cross-over switch at Newcastle unless they receive a proceed train-order signal.

The schedule of No. 535 originates at the passenger station Colfax, on No. 1 track.

Nos. 24, 534 and 306 will use No. 4 track Rocklin to Loomis.

Additional Stations: Spruce 187.8, Tamarack 183.7, Smart 173.3, Gorge 158.6, Alta 156.0, Magra 148.5, Lander 139.0, Zeta 121.2, Enwood 107.9, Walerga 99.4.

Trains must not exceed 15 miles per hour through Elvas interlocking plant.

Trains and engines must not exceed 12 miles per hour over Lincoln Street crossing, Roseville.

Speed of 60 miles per hour permitted Train No. 9 between Roseville and Sacramento, where speed of other passenger trains is restricted to 50 miles per hour.

Light signal installed at switchman's shanty opposite yard office Roseville. This signal to be used by switchmen to give proceed signal to westward freight trains off Sparks-Roseville line to enter yard. Indications as follows:

No light—Stop and stay clear off Yosemite Street crossing.
Yellow light—Proceed into yard.

When proceed signal is given the yellow light will alternately flash off and on.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
13	Any Station	Discharge		Lincoln
41	Any Station	Discharge		Lincoln
39	Any Station	Discharge		Lincoln
1	Any Station	Discharge		Cheyenne
21	Any Station	Discharge		Sparks
19	Any Station	Discharge		Argo
535	Roseville High School	Discharge		
27	Any Station	Discharge		Cheyenne or East
535-23	Walerga			
21-23	Smart Alta			

EASTWARD

Time Table No. 133

September 2, 1928

Capacity of sidings in car lengths	THIRD CLASS						FIRST CLASS							Distance from San Francisco		STATIONS
	310	270	308	262	280	276	28	24	124	10	22	2	20			
	Local Freight	Freight	Local Freight	Freight	Freight	Freight	Gold Coast Limited	Sierra	Reno-Sparks Passenger	Salt Lake	Tahoe	San Francisco Overland Limited	Pacific Limited			
	Leave Daily Ex. Sunday	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
79 PTWBI		7.10PM	3.05PM	11.35AM	6.15AM	1.05AM	7.10PM	3.40PM		5.55AM	4.45AM	1.45AM	12.15AM	192.0	TO	NORDEN 4.3
														196.3 197.7		EDER 2.9
PT			3.50	12.15PM				f						200.6		ANDOVER 2.3
72 W			4.05				7.40	f 4.05		6.20	5.10	2.10	12.45	202.9		STANFORD 5.1
Term. Yard PWTYFBK	6.00AM	8.30	4.30PM	12.40	7.30	2.10	s 7.55	s 4.20		s 6.45	s 5.35	2.20	s 1.00	208.0	TO-R	TRUCKEE 8.3
WP	6.45						8.13	s 4.40		f 7.05	f 5.55	2.37	1.20	216.3		BOCA 1.8
68 P						2.41	8.18	f 4.45		7.10	6.00	2.41	1.25	218.1		HINTON 4.3
68 PW	7.20						8.26	s 4.55		f 7.20	f 6.10	2.49	f 1.35	222.4	TO	FLORISTON 6.1
No Siding WP								f						228.5		CALVADA 3.9
131 P	8.00	9.50					8.45	s 5.15		f 7.40	f 6.35	3.07	1.55	232.4	TO	VERDI 10.5
Yard P	8.50						s 9.15	s 5.35 6.55	5.45PM	¶ 8.00 8.30	s 6.55 7.15	s 3.30	s 2.15 2.25	242.9		RENO 2.6
Yard								s 7.02	s 5.50	s 8.35	s 7.25			245.5		SPARKS (PASS. STA.) 0.7
Term. Yard FWTBK	9.20AM	10.45PM		2.45PM	9.30AM	4.15AM	s 9.25PM	s 7.05PM	s 5.55PM	s 8.40AM	s 7.30AM	s 3.40AM	s 2.35AM	246.2	TO-R	SPARKS (DSP. OFF)
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(52.8)
	(3.20)	(3.35)	(1.25)	(3.10)	(3.15)	(3.10)	(2.15)	(2.05)	(0.10)	(2.45)	(2.45)	(1.55)	(2.20)			Time over district
	11.46	15.12	10.30	16.67	16.24	16.67	23.46	25.34	19.80	19.20	19.20	27.54	22.63			Average speed per hour

Block Signals

No. 2 Track

Eastward trains use No. 2 track.

Additional Stations		
	Polaris 211.1,	Farad 224.7,
	Union Mills 213.5,	Mystic 225.5,
	Prosser Creek 215.0,	Fleish 229.8,
	Iceland 220.9,	Mogul 235.8,
	Wickes 221.5,	Lawton 237.2.

Eastward trains using No. 2 track must not exceed 12 miles per hour from Signal Bridge just west of Passenger Station Sparks, to yard office at Sparks.

The tonnage of freight trains between Norden and Truckee must not exceed 120 M's per operative brake.

Crotch switch at east end of Verdi center siding, will be mechanically locked by the derail. Derail must be open before crotch switch can be operated.

Eastward trains proceed Reno to Sparks irrespective of schedule No. 124.

Nos. 124 and 24 may occupy No. 2 track in front of station Reno ten minutes in advance of leaving time.

Crews and equipment arriving Reno on schedule of No. 24 will assume the schedule of No. 124 Reno to Sparks and may proceed without obtaining clearance card at Reno.

Clearance card creating No. 24 will authorize use of schedule to Reno only.

Salt Lake Division engine and crews will fulfill schedule of No. 24 Reno to Sparks and need not obtain a train order to do so.

Salt Lake Division extends west to Mile Post 238.8. Train movements governed by Sacramento Division time table.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
22	Polaris, Union Mills, Prosser Creek, Farad, Fleish and Mogul	Receive or Discharge	Any Station	Any Station
24	Eder MP-196.3 Polaris, Union Mills, Prosser Creek, Iceland, Farad, Mystic, Fleish, Mogul, Lawton.	Receive or Discharge	Any Station	Any Station
28	Any Station	Receive	Cheyenne	
10	Any Station	Receive	Ogden	
10	Farad Union Mills	Receive	Reno	
20	Any Station	Receive	Ogden	
2	Any Station	Receive	Cheyenne or east	

EASTWARD

Time Table No. 133

September 2, 1928

Capacity of Sidings in Car Lengths	FIRST CLASS				Distance from San Francisco		STATIONS
				152			
				Mixed			
				Leave Daily			
Term Yard				6.00AM	208.0	TO-R	TRUCKEE 4.1
				f	212.1		HEADLAND 1.5
				f 6.17	213.6		DENVALE 0.1
				f	213.7		McPHETRES 1.0
18 P				f 6.20	214.7		BIG CHIEF 1.0
				f	215.7		BULLS HEAD 1.0
				f 6.26	216.7		SQUAW CREEK 0.9
				f	217.6		OLD ROAD 0.9
				f 6.31	218.5		DEER PARK 2.0
				f 6.37	220.5		RAMPART 1.5
				f	222.0		MOSS HILLS 0.7
Term Yard P.K.				s 6.45AM	222.7	TO-R	TAHOE
				Arrive Daily			(14.7)
				(0.45)			Time over district
				19.60			Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction.

Engines must not exceed 8 miles per hour on balloon track at Tahoe.

WESTWARD

Time Table No. 133

September 2, 1928

Block Signals

No. 1 Track

	STATIONS	Distance from Sparks	FIRST CLASS						THIRD CLASS		Capacity of sidings in car lengths
			27	23	21	19	1	9	307	309	
			Gold Coast Limited	Sierra	Tahoe	Pacific Limited	San Francisco Overland Limited	Fast Mail	Local Freight	Local Freight	
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Tues. Thur.&Sat.	Arrive Daily Ex. Sunday	
TO	NORDEN 1.0	54.2	6.38AM	s 10.08AM	f 11.24PM	12.47AM	1.02AM	1.48AM	8.30AM		IPTBW 79
	SUMMIT 3.2	53.2		f 10.05	11.20						P (Upper) 56 (Lower) 71
	LAKE VIEW 1.5	50.0	6.24	f 9.54	11.10	12.33	12.48	1.35			P 91
	EDER 2.9	48.5									
	ANDOVER 2.3	45.6		f 9.40							PT
	STANFORD 5.1	43.3	6.03	f 9.33	10.49	12.14	12.28	1.18			W 72
TO-R	TRUCKEE 8.3	38.2 38.0	5.50	s 9.20	s 10.35	s 12.01AM	12.15AM	1.05	6.35AM	2.00PM	Terminal Yard PWTYFBK
	BOCA 1.8	29.7	5.29	s 8.55	f 10.03	11.39PM	11.54PM	12.47		1.30	WP 53
	HINTON 4.3	27.9	5.26	f 8.50	9.58	11.36	11.50	12.44			P 64
TO	FLORISTON 6.0	23.6	5.19	s 8.42	f 9.50	11.29	11.43	12.37		12.50PM	P
	CALVADA 3.9	17.6		f							WP
TO	VERDI 10.4	13.7	5.01	s 8.20	f 9.30	11.11	11.23	12.20		11.55AM	P 131
	RENO 2.6	3.3	4.45 s 4.40	8.00 s 7.45	9.10 s 8.55	10.55 s 10.45	11.05	12.05AM s 11.57PM		11.10	Yard P
	SPARKS (PSGR. STA.) 0.7	0.7		s 7.35	s 8.50						Yard
TO-R	SPARKS(DSP.OFF.)	0.0	4.30AM	7.30AM	8.45PM	10.35PM	10.50PM	11.50PM		10.30AM	Terminal Yard FWTBPK
	(54.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv Tues. Thur. & Sat.	Leave Daily Ex. Sunday	
	Time over District........		(2.08)	(2.38)	(2.39)	(2.12)	(2.12)	(1.58)	(1.55)	(3.30)	
	Average speed per hour........		25.40	20.58	20.44	24.63	24.63	27.56	8.34	10.85	

WESTWARD

Time Table No. 133

September 2, 1928

	STATIONS	Distance from Tahoe	SECOND CLASS
			151
			Mixed
			Arrive Daily
TO-R	TRUCKEE 4.1	14.7	s 10.00PM
	HEADLAND 1.5	10.6	f
	DENVALE 0.1	9.1	f 9.43
	McPHETRES 1.0	9.0	f
	BIG CHIEF 1.0	8.0	f 9.40
	BULLS HEAD 1.0	7.0	f
	SQUAW CREEK 0.9	6.0	f 9.34
	OLD ROAD 0.9	5.1	f
	DEER PARK 2.0	4.2	f 9.29
	RAMPART 1.5	2.2	f 9.23
	MOSS HILLS 0.7	0.7	f
TO-R	TAHOE	0.0	9.15PM
	(14.7)		Leave Daily
	.........Time over District..........		(0.45)
	.........Average speed per hour..........		19.60

Westward trains are superior to trains of the same class in the opposite direction.

Engines must not exceed 8 miles per hour on balloon track at Tahoe.

Westward trains use No. 1 track.

Water at Lawton and Mystic on No. 1 track only.

Salt Lake Division extends west to Mile Post 238.8. Train movements governed by Sacramento Division time table.

Chicken cars containing live poultry moving west from Sparks must be placed three cars ahead of caboose, Sparks to Truckee and three cars ahead of helper engine from Truckee to Summit.

Crotch switch at east end of Verdi center siding, will be mechanically locked by the derail. Derail must be open before crotch switch can be operated.

When necessary for westward passenger trains from Sparks to take water, stop should be made at Truckee.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
21 23	Lawton, Mogul Fleish, Mystic Farad, Iceland Prosser Creek Union Mills Polaris, Eder MP 197.4	Receive or Discharge	Any Station	Any Station
1	Any Station	Discharge		Cheyenne
1	Reno	Discharge		Ogden or East
21	Any Station	Discharge		Sparks
19	Any Station	Discharge		Argo
27	Truckee	Discharge		Ogden or East
27	Any Station	Discharge		Cheyenne or East

EASTWARD

Time Table No. 133

September 2, 1928

Capacity of sidings in car lengths.	THIRD CLASS			FIRST CLASS								Dsitance from San Francisco		STATIONS
	230	228	224	48	18	44	16	42	14	12	8			
	Local Freight	Local Freight	Mdse.	El Dorado	Cascade	Sacramento Gerber Passenger	West Coast	San Francisco Gerber Passenger	Oregonian	Shasta	Coach Special			
	Leave Daily Ex. Saturday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Term Yard BKFPTWY	8.55 PM			8.42 PM				10.10 AM	2.12 AM			106.6	Block Signals	TO-R ROSEVILLE 6.2
111 P				f 8.53				f 10.18	2.24			112.8	Block Signals	WHITNEY 4.2
134 PW	9.25			s 9.00				s 10.25	s 2.30			117.0	Block Signals	TO LINCOLN 4.0
38 P				f				f				121.0		EWING 1.1
106 P	9.40			9.08				10.32	2.37			122.1		BROCK 2.7
32				f 9.12				s 10.37	f 2.42			124.8	Distant Signals	SHERIDAN 3.3
138 PW	10.10			s 9.19				s 10.45	s 2.53			128.1	Block Signals	TO WHEATLAND 6.1
101 P	10.45			f 9.28				f 10.55	3.04			134.2	Distant Signals	OSTROM 5.6
												139.8		DANTONI JCT. 1.0
Yard BKIYFWP	11.30 PM			s 9.45				s 11.10	s 3.15 3.30			140.8	Distant Signals	TO-R MARYSVILLE 1.0
													Block Signals	W. P. R. R. Crossing 2.9
112 WP	12.01 AM			f 9.52				f 11.18	3.40			144.7		BERG 3.0
43				f 9.57				f 11.23	3.48			147.7		LOMO 2.1
13				f				f				149.8		SUNSET 1.7
54 IP				s 10.04				s 11.30	f 3.58			151.5	Block Signals	TO LIVE OAK S. N. R. R. Crossing 6.5
108 P	1.05			s 10.15				s 11.42	s 4.10			158.0	Block Signals	TO GRIDLEY 3.4
49 WP	1.30 AM	7.00 AM		s 10.22				s 11.50	s 4.25			161.4	Block Signals	TO BIGGS 6.0
49 P		7.20		s 10.30				s 11.59 AM	f 4.36			167.4	Block Signals	TO RICHVALE 4.1
116 P		7.39		f 10.36				f 12.06 PM	f 4.45			171.5	Block Signals	NELSON 6.6
96 P		8.30 8.45		s 10.45				s 12.15	f 4.58			178.1	Block Signals	TO DURHAM 6.1
Yard BKYWFP		9.25		s 11.00 PM				s 12.30	s 5.10 5.30			184.2	Block Signals	S. N. R. R. Crossing TO-R CHICO 7.1
29 P				(See Note)				f 12.39	5.46			191.3	Block Signals	NORD 2.3
122 P		9.55						f 12.43	5.52			193.6		ANITA 2.4
16								f	5.59			196.0		CANA 7.0
100 WP		10.30						s 12.57	f 6.15			203.0	Block Signals	TO VINA 1.6
15								f				204.6		COPELAND 5.1
48 P								s 1.07	f 6.30			209.7	Block Signals	TO LOS MOLINOS 2.0
120 PY		11.10	1.50 AM		11.42 PM	10.42 PM	1.20 PM	s 1.12	s 6.40	2.18 AM	12.48 AM	211.7		TO-R TEHAMA 2.1
Term Yard BKWFPY		11.25 AM	2.00 AM		s 11.50 PM	s 10.50 PM	s 1.30 PM	s 1.20 PM	s 6.50 AM	s 2.26 AM	s 12.55 AM	213.8		TO-R GERBER
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(107.2)
	(4.35) 11.95	(4.25) 11.86	(0.10) 12.60	(2.18) 33.74	(0.08) 15.75	(0.08) 15.75	(0.10) 12.60	(3.10) 33.85	(4.38) 23.13	(0.08) 15.75	(0.07) 18.00			........................Time over District ....Average speed per hour

Train-order office Roseville, located in yard office, west of Lincoln Street.

Schedule time of No. 48 terminates at passenger station, Chico on main track.

Schedule time and train orders will apply at the Junction Switch at Tehama.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
14	Any Station	Receive	Portland	
42	Gimbal Bohemia			
16	Any Station	Receive	Klamath Falls	
8	Any Station	Receive	Klamath Falls	

Marysville Yard—see page 9.

Westward trains are superior to trains of the same class in the opposite direction.

Trains must not exceed 25 miles per hour over Feather River bridge east of Binney Junction. This includes approaches as well as trestle on the curve just east of Feather River.

At Roseville, schedule time and train orders for eastward trains on Roseville-Gerber line will apply at west switch of cross-over leading from No. 2 to No. 1 track 400 feet west of Lincoln Street crossing.

Speed of trains must not exceed 15 miles per hour between the overhead bridge at Roseville, on the Roseville-Gerber line, and the passenger station at Roseville.

Trains to and from Oroville, on Woodland-Oroville line use Marysville siding.

Eastward trains, when taking siding at Marysville, will use cross-over just west of west water column.

Eastward trains, when taking siding at Nelson, will use cross-over just east of station building.

At Chico, the Chico-Stirling City main track originates at switch on Chico-Stirling City line leading to engine house at Chico.

Track between station and Stirling City main track, must be kept clear of cars.

Trains to and from Stirling City line use yard tracks from passenger station to Chico-Stirling City main track.

Additional Stations: Clayton 118.4, Rupert Spur 138.9, Binney Junction Tower 141.8, Fagan 155.9, Riceton 164.1, Faulkner 181.9, Gimbal 189.1, Soto 198.3, Ensign 207.1, Bohemia 208.0.

Engines equipped with pilot plows must not use tracks on "E" Street, Marysville.

Trains on the Roseville-Gerber line when calling in flagman from the east at Roseville, will give six long sounds of the whistle.

Trains using spur track serving the Stockton Fire Brick Co. across highway at Clayton will be governed by the following:

This spur must not be used by any class of engine larger than 2700 Class.

No locomotive, train or car shall be operated over highway crossing except between the hours of 7:30 P. M. and 7:30 A. M.

All trains, motors, engines or cars must stop before crossing the highway and must not proceed to cross highway until conductor or other competent employee has gone upon the crossing to ascertain if it is safe to do so and until suitable signal to proceed has been given.

Oil trains in valley district when consisting of mixed loads and empties, will be made up with ten steel frame empty cars immediately behind engine, loaded oil cars to follow.

Trains must pass over S. N. R. R. crossing 9th Street Chico with caution.

Sidings at Nord and Lomo and team track, Mill spur and Earl Fruit spur Marysville must not be used by mikados, mallets, SP 1, SP 2, SP3, or 2-10-2 type engines.

WESTWARD

Time Table No. 133 September 2, 1928	Distance from Gerber	FIRST CLASS								THIRD CLASS						
		7	11	43	39	15	41	17	13	237	227	239	231	241	229	243
		Coach Special	Shasta	Gerber Sacramento Passenger	Senator	West Coast	Gerber San Francisco Passenger	Cascade	Oregonian	Freight	Local Freight	Freight	Mdse.	Freight	Local Freight	Freight
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily
Block Signals TO-R ROSEVILLE 6.2	107.2				s 9.45 AM		s 4.25 PM		s 3.05 AM	6.15 AM		12.35 PM		5.00 PM	8.40 PM	12.35 AM
Block Signals WHITNEY 4.2	101.0				f 9.33		f 4.13		2.54							
Block Signals TO LINCOLN 4.0	96.8				s 9.25		s 4.05		s 2.47	5.30		11.50 AM		4.05	8.00	11.50 PM
EWING 1.1	92.8				f		f									
BROCK 2.7	91.7				9.15		3.55		2.37	5.10		11.30		3.40	7.35	
Distant Signals SHERIDAN 3.3	89.0				f 9.11		s 3.51									
Block Signals TO WHEATLAND 6.1	85.7				s 9.05		s 3.45		f 2.20	4.50		11.15		3.20	7.15	11.10
Distant Signals OSTROM 5.6	79.6				f 8.52		f 3.35		2.06			10.55			6.45	10.45
DANTONI JCT. 1.0	74.0															
Distant Signals TO-R MARYSVILLE 1.0	73.0				s 8.40		s 3.25		s 1.55	4.00		10.30		2.45	6.30	10.30
Block Signals W. P. R. R. Crossing 2.9																
BERG 3.0	69.1				f 8.28		f 3.11		1.33	3.40		10.10		2.20	6.05	10.20
LOMO 2.1	66.1				f 8.23		f 3.06		1.26						5.45	
SUNSET 1.7	64.0				f		f									
Block Signal TO LIVE OAK S. N. R. R. Crossing 6.5	62.3				s 8.17		s 3.00		f 1.18			9.50			5.30	10.04
Block Signal TO GRIDLEY 3.4	55.8				s 8.07		s 2.50		s 1.05					1.40	5.00	9.35
Block Signal TO BIGGS 6.0	52.4				s 7.58		s 2.40		s 12.58	2.55	10.30 AM	9.30		1.25	4.30 PM	
Block Signal TO RICHVALE 4.1	46.4				s 7.47		s 2.29		f 12.47		10.00					
Block Signals NELSON 6.6	42.3				f 7.39		f 2.22		f 12.40	2.30	9.05	9.05		12.55		9.00
Block Signals TO DURHAM 6.1	35.7				s 7.27		s 2.11		f 12.27		8.30	8.45				
Block Signals TO-R CHICO S. N. R. R. Crossing 7.1	29.6				7.15 AM		s 2.00		s 12.15 AM	2.00	8.15	8.30		12.30 PM		8.30
Block Signals NORD 2.3	22.5				(See Note)		f 1.45		11.44 PM							
ANITA 2.4	20.2						f 1.41		11.38	1.30	7.30	7.50		11.59 AM		7.30
CANA 7.0	17.8						f 1.37		11.32							
Block Signals TO VINA 1.6	10.8						s 1.27		s 11.18	1.10	7.10	7.30		11.30		
COPELAND 5.1	9.2															
Block Signals TO LOS MOLINOS 2.0	4.1						s 1.17		f 11.05		6.55					
TO-R TEHAMA 2.1	2.1	4.06 AM	4.46 AM	s 7.07 AM		s 1.00 PM	s 1.12	2.41 PM	f 11.00	12.40	6.40	7.00	10.40 AM	11.10		
TO-R GERBER	0.0	4.00 AM	4.40 AM	7.00 AM		12.50 PM	1.05 PM	2.35 PM	10.50 PM	12.30 AM	6.20 AM	6.50 AM	10.30 AM	11.00 AM		6.35 PM
(107.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily
Time over District .... Average speed per hour		(0.06) 21.00	(0.06) 21.00	(0.07) 18.00	(2.30) 31.04	(0.10) 12.60	(3.20) 32.16	(0.06) 21.00	(4.15) 25.22	(5.45) 18.64	(4.10) 12.57	(5.45) 18.64	(0.10) 12.60	(6.00) 17.86	(4.10) 13.15	(6.00) 17.86

Westward trains are superior to trains of the same class in the opposite direction.

Train Order Office Roseville, located in yard office, west of Lincoln street.

No. 39 will occupy main track at passenger station Chico ten minutes before scheduled leaving time, but must comply with Rule 99.

Schedule time and train orders will apply at the Junction Switch at Tehama.

Trains to and from Oroville, on Woodland-Oroville line, use Marysville siding.

Marysville Yard, see page 9.

At Chico, the Chico-Stirling City main track originates at switch on Chico-Stirling City line leading to engine house at Chico.

Trains to and from Stirling City line use yard tracks from passenger station to Chico-Stirling City main track.

Track between station and Stirling City main track, must be kept clear of cars.

Engines equipped with pilot plows must not use tracks on "E" Street, Marysville.

Trains on the Roseville-Gerber line when calling in flagman from the east at Roseville, will give six long sounds of the whistle.

Additional Stations: Clayton 118.4, Rupert Spur 138.9, Binney Junction Tower 141.8, Fagan 155.9, Riceton 164.1, Faulkner 181.9, Gimbal 189.1, Soto 198.3, Ensign 207.1, Bohemia 208.0.

Trains using spur track serving the Stockton Fire Brick Co. across highway at Clayton will be governed by the following:

This spur must not be used by any class of engine larger than 2700 Class.

No locomotive, train or car shall be operated over highway crossing except between the hours of 7:30 P. M. and 7:30 A. M.

All trains, motors, engines or cars must stop before crossing the highway and must not proceed to cross highway until conductor or other competent employee has gone upon the crossing to ascertain if it is safe to do so and until suitable signal to proceed has been given.

Oil trains in valley district, when consisting of mixed loads and empties, will be made up with ten steel frame empty cars immediately behind engine, loaded oil cars to follow.

Trains must pass over S. N. R. R. crossing 9th Street Chico with caution.

☞ Sidings at Nord and Lomo and team track, Mill spur and Earl Fruit spur Marysville must not be used by mikados, mallets, SP1, SP2, SP3, or 2-10-2 type engines.

Trains must not exceed 25 miles per hour over Feather River bridge east of Binney Junction. This includes approaches as well as trestle on the curve just east of Feather River.

Trains must not exceed 15 miles per hour between the overhead bridge at Roseville, on the Roseville-Gerber line, and the passenger station at Roseville.

At Roseville, schedule time and train orders for eastward trains on Roseville-Gerber line, will apply at west switch of cross-over leading from No. 2 to No. 1 tracks 400 feet west of Lincoln Street crossing.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond
13	Any Station	Discharge		Portland
41	Bohemia Gimbal	Receive or Discharge Receive or Discharge		
7	Any Station	Discharge		Klamath Falls

EASTWARD

WESTWARD

Capacity of sidings in car lengths.	THIRD CLASS		SECOND CLASS	FIRST CLASS						Distance from San Francisco	Time Table No. 133 September 2, 1928	Distance from Tehama	FIRST CLASS						SECOND CLASS	THIRD CLASS	
	224 Mdse.	252 Local Freight	128 Colusa Branch Mixed	542 Sacramento-Marysville MOTOR	12 Shasta	8 Coach Special	18 Cascade	44 Sacramento Gerber Passenger	16 West Coast				7 Coach Special	541 Marysville Sacramento MOTOR	11 Shasta	43 Gerber Sacramento Passenger	15 West Coast	17 Cascade	131 Colusa Branch MIXED	251 Local Freight	231 Mdse.
	Lv. Daily Ex. Saturday	Lv. Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Ar. Daily Ex. Sunday
Terminal Yard KIWYP	7.00PM	**6.45**AM		11.35PM	11.30PM	10.10PM	9.15PM	7.40PM	10.20AM	75.6	Block Signals TO-R DAVIS 5.1	110.7	s **6.45**AM	s 7.10AM	s 7.20AM	s 10.40AM	s 4.25PM	s 5.05PM		1.40PM	5.00PM
45 P	7.15	7.00 7.11		f 11.43	11.37	10.17	9.22	f 7.48	**10.28**	80.7	MERRITT 2.5	105.6	6.36	f **7.00**	**7.11**	f **10.28**	f 4.15	4.57		1.25	4.45
17				f				f		83.2	MULLEN 1.7	103.1		f		f	f				
IPW Yard 107	**7.58**	7.50		s 11.55PM	s 11.47	10.24	9.30	s **7.58**	s 10.37	84.9	TO-R WOODLAND S. N. R. R. Crossing. 5.0	101.4	6.28	6.50AM	s 7.03	s 10.18	s 4.05	4.50		1.10	4.25
25 P		8.10			11.55PM	10.31	9.37	s 8.07	10.45	89.9	Block Signals TO YOLO 5.9	96.4	6.21		6.54	s 10.07	f 3.55	4.41		12.15PM	4.05
29 P					12.03AM	10.38	9.44	s 8.16	10.53	95.8	Block Signals TO ZAMORA 2.2	90.5	6.13		6.46	s 9.57	f **3.45**	4.34		11.40AM	**3.45**
17 P	8.25							f		98.0	BRETONA 5.2	88.3	6.10			f	f				
36 WP	8.40	9.05			12.13	10.47	9.53	s 8.28	**11.04**	103.2	Block Signals TO DUNNIGAN 3.2	83.1	6.03		6.36	s 9.45	f 3.32	4.25		**11.04**	3.20
40 P		9.15						f 8.33		106.4	Block Signals HERSHEY 1.9	79.9				f	f				
118 119 YP	9.00	**9.33**			12.20	10.54	9.59	f 8.37	s 11.12	108.3	HARRINGTON 5.2	78.0	5.56		6.30	s **9.33**	f 3.20	4.19		10.20	
44 P	9.15	**9.50**			12.27	11.00	10.05	s 8.46	s 11.20	113.5	Block Signals TO ARBUCKLE 4.1	72.8	5.49		6.24	s 9.22	s 3.09	4.13		**9.50**	2.50
30 PW	9.30				12.32	11.06	10.11	f 8.52	11.26	117.6	GENEVRA 0.9	68.7	5.43		6.19	f 9.13	f 3.00	4.08			2.35
11								f		118.5	MACY 5.7	67.8				f	f				
50 P	9.50	11.10			12.40	11.15	10.19	s 9.03	s 11.36	124.2	Block Signals TO WILLIAMS 4.9	62.1	5.34		f 6.10	s **9.03**	s 2.50	4.00		**9.03**	2.20
45 P	10.00				12.46	11.21	10.25	f 9.10	11.43	129.1	CORTENA 3.6	57.2	5.27		6.02	f 8.53	f 2.40	3.54			
59 WP		**11.49**AM			12.52	11.26	10.30	s 9.16	f **11.49**	133.0	Block Signals TO MAXWELL 5.3	53.3	5.22		5.57	s 8.47	s 2.34	3.49		8.15	1.55
39 P	**10.37**	12.04PM			1.00	11.33	**10.37**	f 9.23	11.56AM	138.3	Block Signals DELAVAN 3.8	48.0	5.15		5.50	f 8.38	f 2.25	3.42		7.35	1.35
34		12.30			1.06	11.39	10.43	f 9.29	12.02PM	142.1	NORMAN 2.2	44.2				f	f				1.20
31 P	10.55				1.09	11.42	10.46	f 9.33	12.05	144.3	LOGANDALE 5.6	42.0	5.06		5.42	f 8.28	f 2.16	3.34			
64 WFYP	11.20PM	**1.00**PM			s 1.20	11.51PM	10.55	s 9.45	s 12.15	149.9	Block Signals TO-R WILLOWS 3.3	36.4	4.58		s 5.34	s 8.20	s 2.08	3.27		6.40AM	**1.00**
10								f		153.2	LYMAN 3.6	33.1				f	f				
44 P	**12.01** AM				1.30	**12.01** AM	11.04	f 9.56	**12.25**	156.8	Block Signals TO ARTOIS 3.9	29.5	4.48		5.23	s 8.03	f 1.55	3.18			**12.25**PM
50					1.35	12.06	11.09	f 10.02	12.30	160.7	GRAPIT 1.3	25.6	4.43		5.18	f 7.55	f 1.49	3.13			
33 P								f		162.0	GREENWOOD 3.4	24.3				f	f				
Yard 41 KPW	12.35		4.40AM		s 1.45	12.15	11.16	s 10.12	s 12.40	165.4	Block Signals TO-R ORLAND 1.6	20.9	4.36		5.12	s 7.48	s 1.42	3.07	s 4.05PM		11.55AM
39 PY			4.50AM		1.48	12.18	11.19	f 10.15	12.43	167.0	WYO 2.0	19.3	4.33		5.09	f	f	3.04	4.00PM		
11								f		169.0	MALTON 4.4	17.3				f	f				
26 P					1.57	12.28	11.26	f 10.23	12.53	173.4	KIRKWOOD 5.1	12.9	4.25		5.01	f 7.31	f 1.24	2.56			
47 P	1.10				2.05	12.36	11.32	s 10.30	s 1.04	178.5	Block Signals TO CORNING 3.1	7.8	4.18		4.55	s 7.23	s 1.17	2.50			11.15
44 P					2.10	12.41	11.36	f 10.35	**1.10**	181.6	RICHFIELD 4.7	4.7	4.13		4.51	s 7.14	f **1.10**	2.46			
120 YP	1.50AM				2.18AM	12.48AM	11.42PM	s 10.42PM	s 1.20PM	186.3	Block Signals TO-R TEHAMA	0.0	4.06AM		4.46AM	7.07AM	1.00PM	2.41PM			10.40AM
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(110.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Lv. Daily Ex. Sunday
	(6.15) 11.89	(6.15) 11.89	(0.10) 9.60	(0.20) 27.90	(2.48) 39.53	(2.38) 42.04	(2.27) 45.18	(3.02) 36.49	(3.00) 36.90		……Time over District…… ……Average speed per hour……		(2.39) 41.77	(0.20) 27.90	(2.34) 43.13	(3.33) 31.18	(3.25) 32.40	(2.24) 46.12	(0.05) 19.20	(7.00) 10.61	(6.20) 17.48

Westward trains are superior to trains of the same class in the opposite direction. Schedule time and train orders will apply at the Junction Switch at Tehama.

At Woodland, the Woodland-Oroville main track originates at east switch to siding, located 150 feet east of cattle guard 85-A.

Trains to and from Knights Landing use Woodland siding.

Willows-Fruto main track originates at yard limit board located on Willows-Fruto line. Trains to and from Willows-Fruto line use yard tracks from passenger station to Willows-Fruto main track.

Additional Stations:
- Elvaton 89.2,
- Dufour 92.1,
- Ronda 93.7,
- Delphos 126.8,
- Riz 146.0.

Trains when calling in flagman from the west at Tehama, on Davis-Tehama line will give six long sounds of the whistle.

Trains when calling in flagman from the east at Davis, on Davis-Tehama Line, will give six long sounds of the whistle.

Siding at Harrington will be used as follows: West end west of cross-over as westward siding; East end east of cross-over as eastward siding; Junction switch located at cross-over.

Track 2 of the two tracks paralleling the main track at Wyo will be used as siding. All cars to be stored at this point should be placed on Track 1 with east and west ends providing proper clearance for clear movement through Track 2.

Trains must not exceed 12 miles per hour over Court Street crossing Woodland.

The schedule time of trains at Davis, on Davis-Tehama line, applies at the passenger station.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
16	Any Station	Receive	Klamath Falls	
18	Woodland	Receive	Klamath Falls, or beyond where train is scheduled to stop	
44	Elvaton Dufour Ronda	Receive or Discharge		
43 15	Dufour Ronda	Receive or Discharge		
12	Arbuckle Williams Orland Corning	Receive	Eugene and East	
11	Orland	Discharge Receive	Points train is scheduled to stop.	Dunsmuir and East
7	Any Station	Discharge		Klamath Falls
8	Any Station	Receive	Klamath Falls	

EASTWARD

Time Table No. 133

September 2, 1928

WESTWARD

Capacity of sidings in car lengths.	THIRD CLASS	SECOND CLASS	FIRST CLASS		Distance from San Francisco		STATIONS	Distance from Oroville	FIRST CLASS		THIRD CLASS	
	232 Knights Landing Local Freight	234 Marysville Oroville Mixed		542 Sacramento Marysville MOTOR					541 Marysville Sacramento MOTOR		233 Knights Landing Local Freight	235 Oroville Marysville Mixed
	Lv. Daily Ex. Sunday	Leave Daily		Leave Daily					Arrive Daily		Ar. Daily Ex. Sunday	Arrive Daily
IBKPW Yard 107	9.30AM			11.55PM	84.9	TO-R	WOODLAND 2.3	63.3	s 6.50AM		11.00AM	
16				f	87.2		GARIO 0.5	61.0	f			
23				f 12.02AM	87.7		PEART 2.4	60.5	f 6.40			
19				f 12.09	90.1		CURTIS 3.9	58.1	f 6.36			
25 P Spur	10.15			s 12.20	94.0	TO	KNIGHTS LANDING 2.5	54.2	s 6.30		10.15	
P	10.45			s 12.27	96.5	R	GRACE S. P. Crossing 0.9	51.7	s 6.24		9.30	
2 Spur				f	97.4		BYPASS 7.8	50.8	f			
65				f 12.46	105.2		CHANDLER 2.3	43.0	f 6.07			
29	11.20AM			f	107.5		MARCUSE 4.2	40.7	f		9.00	
19 W				f 12.57	111.7		TUDOR 1.0	36.5	f 5.58			
8				f	112.7		ABBOTT 3.4	35.5	f			
31				f 1.07	116.1		OSWALD 1.9	32.1	f 5.52			
43				f 1.12	118.0		BOGUE 2.7	30.2	f 5.49			
19 PI	12.01PM			s 1.17	120.7		YUBA CITY S. N. R. R. Crossing 1.4	27.5	s 5.45		8.20	
Yard				s 1.22	122.1		W. P. R. R. Crossing E STREET, MARYSVILLE 0.6	26.1	s 5.37			
WPYFIBK	12.30PM	8.30AM		s 1.25AM	122.7	TO-R	MARYSVILLE 8.3	25.5	5.35AM		8.00AM	s 3.00PM
19		s 9.05			131.0		RAMIREZ 4.3	17.2				s 2.15
15 P		s 9.30			135.3		HONCUT 6.6	12.9				s 1.50
14		f			141.9		HEARST 0.9	6.3				f
35 P		s 10.00			142.8		PALERMO 2.5	5.4				s 1.20
27		f 10.10			145.3		VILLA VERONA 2.9	2.9				f 1.10
Yard WTPK		s 10.30AM			148.2	TO-R	OROVILLE	0.0				1.00PM
	Arrive Daily Ex. Sunday	Arrive Daily		Arrive Daily			(63.3)		Leave Daily		Lv. Daily Ex. Sunday	Leave Daily
	(3.00) 12.60	(2.00) 12.75		(1.30) 25.20			Time over District Average Speed per hour		(1.15) 30.24		(3.00) 12.60	(2.00) 12.75

Marysville Yard—See trains on pages 6 and 7.

Trains to and from Oroville, use Marysville siding.

At Woodland, the Woodland-Oroville main track originates at east switch to siding, located 150 feet east of cattle guard 85-A.

Trains to and from Woodland-Oroville line will use Woodland siding but have no time-table authority. Switches of this siding will be set to lead from Knights Landing line.

Trains must stop within two hundred feet of Sacramento Northern R. R. crossing at Yuba City, and Knights Landing draw-bridge before crossing.

Trains when calling in flagman from Swayne Lumber Co. logging road at Oroville, will give six long sounds of the whistle.

Trains will pass over S. P. R. R. crossing at Grace with caution.

No engine larger than Mogul engines with 200,000 pounds and Consolidation engines with 225,000 pounds on the drivers should pass over Trestles 97-A and 97-E on Knights Landing Branch.

Switch on Woodland-Oroville main track, Marysville, lined for Marysville and Yuba City main track.

Trains must not exceed 12 miles per hour over railroad crossing Second Street east of Yuba City station.

Additional Flag Stops to Receive or Discharge Passengers:—Laugenour, Saccarus, Coranco, Cunard, Vernon, Coulter, Lee, Wilson, Messick, Mello, Mission, Coxlane and Baggett.

Additional Stations:—Laugenour 89.4, Saccarus-Mile Post 89.7, Coranco 92.4, Cunard 96.1, Vernon 98.7, Coulter 101.8, Lee 102.7, Wilson 109.2, Messick 114.5, Binney Junction Tower 122.7, Mello 126.5, Mission 131.8, Coxlane 139.2, Baggett 146.5.

SACRAMENTO-PLACERVILLE

Motor cars must not exceed 25 miles per hour between Mile Post 138 and Placerville.

Trains having cars loaded with ore or high loads of lumber must not exceed 12 miles per hour on curves 7 degrees or over.

The tonnage of freight trains between Placerville and Folsom must not exceed 100 M's per operative brake.

Trains when calling in flagman from the east at Brighton on Sacramento-Placerville line will give six long sounds of the whistle.

EASTWARD

Time Table No. 133

September 2, 1928

WESTWARD

Capacity of Sidings in Car Lengths	THIRD CLASS	FIRST CLASS	Distance from San Francisco		STATIONS	Distacce from Placerville	FIRST CLASS	THIRD CLASS
	264 Local Freight	162 Sacramento Placerville Motor					161 Placerville Sacramento Motor	265 Local Freight
	Leave Mon., Wed., Fri.	Leave Daily					Arrive Daily	Arrive Tues., Thurs., Sat.
WFTYPBK	6.30AM	3.00PM	88.8	TO-R	SACRAMENTO 0.5	59.9	s 9.30AM	12.15PM
Yard	Via Elvas	Via Elvas	89.3		S. N. R. R. Crossing 0.3	59.4	Via Elvas	Via Elvas
			89.6		JCT. SWITCH, R STREET 0.1	59.1		
			89.7		S. N. R. R. Crossing Western Pacific Crossing 0.5	59.0		
			90.2		Central California Traction Crossing 0.6	58.5		
			90.8		Western Pacific Crossing 1.2	57.9		
			92.0		S. N. R. R. Crossing 0.3	56.7		
			92.3		HOMESTEAD 2.4	56.4		
89 WP	6.50	s 3.17	94.7	TO-R	BRIGHTON S. P. Crossing. 1.2	54.0	s 9.13	11.50AM
29	6.55	s 3.20	95.9		PERKINS 1.6	52.8	s 9.11	11.40
9		f	97.5		MANLOVE 1.4	51.2	f	
81	7.05	f 3.26	98.9		MAYHEW 1.8	49.8	f 9.04	11.25
8		f	100.7		ROUTIER 0.9	48.0	f	
22	7.20	s 3.33	101.6	TO	MILLS 1.8	47.1	s 8.58	11.15
35	7.30	f 3.37	103.4		MATHER 1.0	45.3	f 8.54	11.05
35 P	8.00	s 3.40	104.4	R	CITRUS 3.0	44.3	8.52 s 8.37	10.00
18	8.15	f 3.47	107.4		NIMBUS 0.9	41.3	8.30	9.45
31	8.27	f	108.3		ALDER CREEK 1.8	40.4	f 8.27	
25		s 3.53	110.1		NATOMA 1.0	38.6	s 8.23	9.35
25 WY	9.30	s 3.58	111.1	TO-R	FOLSOM 6.9	37.6	s 8.20	9.30
9	10.25	f 4.13	118.0		WHITE ROCK 8.1	30.7	f 8.04	9.00
15	11.20	f 4.34	126.1		LATROBE 5.3	22.6	f 7.46	8.25
6	11.50AM	f 4.50	131.4		DUGAN 5.5	17.3	f 7.34	8.00
27	12.45PM	s 5.05	136.9		SHINGLE SPRINGS 5.8	11.8	s 7.20	7.35
32	1.30	s 5.23	142.7		EL DORADO 2.3	6.0	s 7.05	7.05
23	1.45	s 5.31	145.0	TO	DIAMOND SPRINGS 3.7	3.7	s 7.00	6.45
Yard WTK	2.00PM	s 5.40PM	148.7	TO-R	PLACERVILLE	0.0	6.50AM	6.30AM
	Arrive Mon., Wed., Fri.	Arrive Daily			(59.9)		Leave Daily	Leave Tues., Thurs., Sat.
	(7.30) 7.98	(2.40) 22.46			Time over District Average speed per hour		(2.40) 22.46	(5.45) 10.42

No. 161 will occupy main track at station Placerville 6.35 a.m. to 6.50 a.m. Daily.

The schedule of No. 162 Terminates at the passenger station Placerville.

Water—One mile east of Dugan.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS:—Nos. 161 and 162 Soudan, Maltby, Harvey, Bradshaw, Salsbury, Alden, Prattrock, Ramona, Cothrin, Flonellis, Brela, Brandon, Bullard, Bennett, Cummings and Apex.

ADDITIONAL STATIONS:—Ramona, 95.5,—Brown, 97.0,—Alden, 98.0,—Bradshaw, 99.8,—Boyd, 100.3, Soudan, 103.7,—Salsbury, 105.2,—Nagle, 111.3,—Prattrock, 111.4,—Maltby, 119.4,—Harvey, 121.7,—Cothrin, 123.1,—Flonellis, 127.6,—Swift, 127.8,—Brela, 128.1,—Brandon, 129.8,—Bullard, 131.7,—Bennett, 134.0,—Cummings, 140.4,—Apex, 147.7.

EASTWARD

Time Table No. 133

September 2, 1928

WESTWARD

Capacity of Sidings in Car Lengths	THIRD CLASS		FIRST CLASS	Distance from San Francisco		STATIONS	Distance from Fair Oaks	SECOND CLASS	FOURTH CLASS
			164 Fair Oaks Motor					165 Fair Oaks Motor	
			Leave Daily					Arrive Daily	
35 P			8.38AM	104.4	R	CITRUS 1.9	1.9	s 8.51AM	
Yard 15 PT			s 8.43AM	106.3	TO-R	FAIR OAKS	0.0	8.45AM	
			Arrive Daily			(1.9)		Leave Daily	
			(0.05) 22.80			Time over District Average speed per hour		(0.06) 19.00	

Westward trains are superior to trains of the same class in the opposite direction.

EASTWARD — Time Table No. 133, September 2, 1928 — **WESTWARD**

Capacity of sidings in car lengths.	FIRST CLASS 130 Mixed Leave Daily Ex. Sunday	Distance from San Francisco		STATIONS	Distance from Wyo	FIRST CLASS 129 Mixed Arrive Daily Ex. Sunday
Yard PY	11.15AM	108.3	R	HARRINGTON	72.1	s 9.25AM
				4.0		
40	s 11.30	112.3		COLLEGE CITY	68.1	s 9.10
				3.7		
33	f	116.0		GRAINO	64.4	f
				4.8		
101 W	s 11.55AM	120.8	TO	GRIMES	59.6	s 8.40
				3.6		
30	f	124.4		SYCAMORE	56.0	f
				4.4		
35	f	128.8		DOLAN	51.6	f
				4.2		
97	s 12.55PM	133.0	TO	COLUSA	47.4	s 7.50
				10.2		
50	f	143.2		STEGEMAN	37.2	f
				2.7		
39 W	s 1.45	145.9		PRINCETON	34.5	s 7.00
				4.5		
33	s 2.05	150.4		CODORA	30.0	s 6.45
				5.2		
64	s	155.6		GLENN	24.8	s
				6.5		
40	f	162.1		ORDBEND	18.3	f
				3.8		
33	f	165.9		ROTAVELE	14.5	f
				4.1		
84 W	s 3.25	170.0	TO	HAMILTON	10.4	s 5.30
				10.4		
42 PY	s 4.00PM	180.4		WYO	0.0	4.50AM
	Arrive Daily Ex. Sunday			(72.1)		Leave Daily Ex. Sunday

(4.45) ....Time over District........................ (4.35)
15.17 ....Average speed per hour...................... 15.73

Additional Stations: Oak Flat 125.4, Denco 137.0, Nadine Spur 157.0, Moda 175.2 and Cory 178.6.

Additional Flag Stops to Receive or Discharge Passengers: Nos. 129 and 130, at road-crossing 300 feet west of M. P. 139, 148f, Denco, Moda, Nadine Spur and Cory.

EASTWARD — Time Table No. 133, September 2, 1928 — **WESTWARD**

Capacity of sidings in car lengths		Distance from San Francisco	STATIONS	Distance from Dantoni Jct.	
		139.8	DANTONI JCT.	4.4	
			3 2		
7		143.0	LINDA	1.2	
			1.2		
17		144.2	DANTONI	0.0	
			(4.4)		

EASTWARD — Time Table No. 133, September 2, 1928 — **WESTWARD**

Capacity of sidings in car lengths.	SECOND CLASS 266 Fruto Mixed Leave Tues., Thurs. and Sat.	Distance from San Francisco		STATIONS	Distance from Fruto	THIRD CLASS 267 Willows Mixed Arrive Tues., Thurs. and Sat.
64 WFYBKP	10.00AM	149.9	TO-R	WILLOWS	17.0	s 12.45PM
				2.4		
7 Spur	f	152.3		LOSA	14.6	f
				3.5		
20	f 10.25	155.8		KURAND	11.1	f 12.20
				3.8		
10	f 10.42	159.6		MILLSHOLM	7.3	f 12.03PM
				4.0		
9	f 11.00	163.6		ATHENA	3.3	f 11.45AM
				3.3		
19 PT	s 11.15AM	166.9	TO-R	FRUTO	0.0	11.30AM
	Arrive Tues., Thurs. and Sat.			(17.0)		Leave Tues., Thurs. and Sat.

(1.15) ....Time over District........................ (1.15)
13.60 ....Average speed per hour...................... 13.60

EASTWARD — Time Table No. 133, September 2, 1928 — **WESTWARD**

Capacity of sidings in car lengths.		Distance from San Francisco		STATIONS	Distance from Josephine	
P		96.5	R	GRACE	20.8	
				0.4		
30 P		96.9		MARCHANT	20.4	
				1.5		
33		98.4		MACKERT	18.9	
				2.0		
39 WP		100.4		ROBBINS	16.9	
				1.3		
33 P		101.7		SEYMOUR	15.6	
				3.4		
55 P		105.1		SUBACO	12.2	
				2.1		
33		107.2		PELGER	10.1	
				2.1		
55 P		109.3		EVERGLADE	8.0	
				1.9		
51 P		111.2		HINSDALE	6.1	
				0.6		
YP		111.8		SHEFFIELD	5.5	
				1.5		
44		113.3		TISDALE	4.0	
				1.9		
15 (Spur)		115.2		PROGRESS	2.1	
				2.1		
24 35 (Spur)		117.3		JOSEPHINE	0.0	
				(20.8)		

........................Time over District........................
......................Average speed per hour......................

EASTWARD — Time Table No. 133, September 2, 1928 — **WESTWARD**

Capacity of sidings in car lengths.		Distance from San Francisco	STATIONS	Distance from Karnak	
30 P		96.9	MARCHANT	2.5	
			0.7		
26		97.6	ENSLEY	1.8	
			1.8		
5 P		99.4	KARNAK	0.0	
			(2.5)		

........................Time over District........................
......................Average speed per hour......................

GRACE-JOSEPHINE

Trains must not exceed 15 miles per hour over trestle 112-A.

CHICO-STIRLING CITY

When necessary to operate 5000 class engines on Stirling City Branch to the Sacramento Northern transfer at Chico, speed must not exceed ten miles per hour.

Cars will not be handled ahead of engine at any point between Stirling City and Chico on westward trip.

Two engines must not be coupled together on Stirling City line. Helper engines must be cut back in train.

The tonnage of freight trains between Stirling City and Chico must not exceed 80 M's per operative brake.

Trains will stop within two hundred feet of Sacramento Northern R. R. crossing on Chico-Stirling City line before crossing.

At Chico, the Chico-Stirling City main track originates at switch on Chico-Stirling City line leading to engine house at Chico.

Trains to and from Stirling City line use yard tracks from passenger station Chico to Chico-Stirling City main track.

Track between station and Stirling City main track, must be kept clear of cars.

Emergency water supply, Stirling City.

DANTONI JCT.—DANTONI

Trains must not exceed twenty (20) miles per hour on Dantoni Branch between Dantoni Junction and Dantoni.

3600, 3700, 4300 or 5000 class engines must not be operated between Dantoni Junction and Dantoni.

WILLOWS-FRUTO

Freight trains must not exceed 12 miles per hour on curves between Kurand and Fruto.

Willows-Fruto main track originates at yard limit board located on Willows-Fruto line. Trains to and from Willows-Fruto line use yard tracks from passenger station to Willows-Fruto main track.

EASTWARD — Time Table No. 133, September 2, 1928 — **WESTWARD**

Capacity of Sidings in Car Lengths	FIRST CLASS 532 Sacramento Walnut Grove MIXED Leave Daily	Distance from San Francisco		STATIONS	Distance from Walnut Grove	SECOND CLASS 533 Walnut Grove Sacramento MIXED Arrive Daily
Terminal Yard WFTYPBK	8.30AM	88.8	TO-R	SACRAMENTO	24.6	s 5.55PM
				0.5		
Yard		89.3		S. N. R. R. Crossing	24.1	
				0.3		
Yard P	8.35	89.6		JCT. SWITCH R STREET	23.8	5.50
				2.2		
Yard	f 8.42	91.8		BATHS	21.6	f 5.43
				2.4		
60	f 8.50	94.2		DEL RIO	19.2	f 5.35
				3.3		
60	f 9.00	97.5		FREEPORT	15.9	f 5.25
				7.8		
60 P	s 9.25	105.3		HOOD	9.5	s 5.00
				4.0		
55	f 9.38	107.9		LAMBERT	5.5	f 4.47
				3.3		
44	f	111.2		MOFUBA	2.2	f
				2.2		
Yard 61 PWY	s 9.55AM	113.4	TO-R	WALNUT GROVE	0.0	4.30PM
	Arrive Daily			(24.6)		Leave Daily

(1.25) ....Time over District........................ (1.25)
17.36 ....Average speed per hour...................... 17.36

Additional Flag Stops to Receive or Discharge Passengers: Nos. 532 and 533 at Front and M Street, Sacramento, Charles, Pocket, Content, Cronin, Mosher, Acacia, Locke and Rosebud.

Additional Stations: Charles Mile Post 93.0, Pocket 96.4, Content 98.9, Cronin 100.1, Mosher 100.9, Acacia 102.6, Rosebud 103.3, Locke and Walnut Grove Wharf 112.6.

Trains must not exceed ten (10) miles per hour between initial switch of spur to Hood Wharf and Hood Wharf.

EASTWARD — Time Table No. 133, September 2, 1928 — **WESTWARD**

Capacity of sidings in car lengths.	FIRST CLASS 600 Mixed Leave Daily Ex. Sunday	Distance from San Francisco		STATIONS	Distance from Stirling City	SECOND CLASS 601 Mixed Arrive Daily Ex. Sunday
Yard FYWBKP	6.00AM	184.2	TO-R	CHICO	31.2	s 12.50PM
				2.4		
No Siding		186.6		S. N. R. R. Crossing	28.8	
				2.7		
	f	189.3		DREDGE	26.1	f
				3.3		
18	f 6.35	192.6		CROUCH	22.8	s 12.15PM
				5.6		
21 WP	s 7.05	198.2		PARADISE	17.2	s 11.45AM
				5.0		
12	s 7.30	203.2		MAGALIA	12.2	s 11.15
				3.0		
3 P	s 7.50	206.2		APPLETON	9.2	s 10.55
				3.8		
10 (Spur) WP	s 8.10	210.0		DOON	5.4	s 10.30
				5.4		
P Yard Y	s 8.40AM	215.4	TO-R	STIRLING CITY	0.0	10.00AM
	Arrive Daily Ex. Sunday			(31.2)		Leave Daily Ex. Sunday

(2.40) ....Time over District........................ (2.50)
11.70 ....Average speed per hour...................... 11.01

Additional Flag Stops to Receive or Discharge Passengers: Barber (Chico yard). Oakdale Farms, Ostrander, Wagstaff, Optimo, Bush and Luce.

Additional Stations: Barber 185.1, Oakdale Farms 196.6, Ostrander 199.6, Wagstaff 200.2, Optimo 202.2, Bush 203.9, Luce 207.1.

Westward trains are superior to trains of the same class in the opposite direction.

SACRAMENTO YARD—INBOUND, VIA ELVAS.

Trains moving from Brighton to Elvas are Eastward, and Elvas to Sacramento Westward.

	Time Table No. 133 September 2, 1928	Distance from Brighton		13	21	19	1	9	210	256	535	62	161	39	27	265	32	286	23	319	41	38
				Oregonian	Tahoe	Pacific Limited	San Francisco Overland Limited	Fast Mail	Sacramento	Freight	Colfax Sacramento Motor	West Coast	Placerville Sacramento Motor	Senator	Gold Coast Limited	Local Freight	San Francisco Sacramento Passenger	Local Freight	Sierra	Freight	Gerber San Francisco Passenger	San Francisco Sacramento Passenger
	STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Tues. Thursday Saturday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Block Signals	TO-R SAC. PSGR. STA. 1.0	6.0	Double Track	3.40AM	4.05AM	4.50AM	5.30AM	5.45AM	7.00AM		8.55AM	9.00AM	9.30AM	10.20AM	10.50AM		1.35PM		2.55PM		5.00PM	9.25PM
	TO-R 12TH STREET 2.0	5.0														12.15PM		2.30PM		4.50PM		
	ELVAS 3.0	3.0		3.32AM	3.57AM	4.42AM	5.22AM	5.37AM	6.50	8.30AM	8.45AM	8.50	9.18	10.12AM	10.42AM	12.01PM	1.25	2.20	2.47PM	4.40PM	4.52PM	9.15
	TO-R BRIGHTON	0.0							6.45AM	7.50AM		8.45AM	9.13AM			11.50AM	1.20PM	2.10PM				9.10PM
	(6.0)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Tues. Thursday Saturday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily

SACRAMENTO YARD—OUTBOUND, VIA ELVAS.

Trains moving from Sacramento to Elvas are Eastward and Elvas to Brighton Westward.

	Time Table No. 133 September 2, 1928	Distance from San Francisco		10	14	285	264	222	31	333	42	24	37	28	162	335	534	61	230	20	48	2	22	257
				Salt Lake	Oregonian	Local Freight	Local Freight	Freight	Sacramento San Francisco Passenger	Tracy Freight	San Francisco Gerber Passenger	Sierra	Sacramento San Francisco Passenger	Gold Coast Limited	Sacramento Placerville Motor	Tracy Freight	Sacramento Colfax Motor	West Coast	Nevada MDSE.	Pacific Limited	El Dorado	San Francisco Overland Limited	Tahoe	Freight
	STATIONS			Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Lv. Mon. Wed. Friday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Block Signals	TO-R SAC. PSGR. STA. 1.0	88.8	Double Track	1.00AM	1.40AM				9.00AM		9.30AM	10.45AM	2.00PM	2.40PM	3.00PM		4.05PM	5.30PM		7.35PM	8.10PM	9.30PM	11.35PM	
	TO-R 12TH STREET 2.0	89.8				6.25AM	6.30AM	8.40AM											6.45PM					
	ELVAS 3.0	91.8		1.07AM	1.47AM	6.35	6.40	8.55AM	9.10	9.35AM	9.37AM	10.52AM	2.10	2.47PM	3.10	3.00PM	4.12PM	5.40	7.00PM	7.42PM	8.17PM	9.37PM	11.42PM	11.40PM
	TO-R BRIGHTON	94.8				6.45AM	6.50AM		9.15AM	9.50AM			2.15PM		3.17PM	3.20PM		5.45PM						12.15AM
	(6.0)			Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Ar. Mon. Wed. Friday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

Box No.	ALARM BOX LOCATIONS	Mile Post
3	300 feet east of east portal Tunnel No. 1	...
4	¾ mile east of Blue Canon	...
5	300 feet west of Signal 1687 (Gunter)	...
6	Fulda. 200 feet east of Signal 1697	...
7	Signal 1707, 500 feet east of west switch Emigrant Gap	...
8	Cross-over east of turntable house, Emigrant Gap	...
9	Between Smart and Emigrant Gap	173
12	Between Smart and Yuba Pass	174
13	Between Smart and Yuba Pass	175
14	In first shed west of Yuba Pass	...
15	East switch of Summer Siding, Yuba Pass	...
16	End of shed east of portal Tunnel No. 36	...
17	West end of center siding, Crystal Lake	178
18	West end Butte Canyon Bridge	179
19	200 feet west of west cross-over, Cisco	180
21	End of shed east portal Tunnel No. 39	181
22	1½ miles east of Cisco	182
23	½ mile west of cross-over, Tamarack	183
24	½ mile east of cross-over, Tamarack	184
25	Between Tamarack and Troy	185
26	¼ mile west of west switch, Troy on No. 1 track	...
27	East switch, Troy	186
28	600 feet east of Lower Cascade Bridge	187
29	¼ mile east of Upper Cascade Bridge	188
31	Between Spruce and Soda Springs	189
32	In first shed west of Soda Springs	190
33	300 feet east of cross-overs, Soda Springs	...
34	Castle Creek Bridge (Culvert 190-0)	...
35	East switch of west run-around track on No. 1 track, Summit	...
36	1000 feet west of west portal Tunnel No. 6	193
37	East portal Tunnel No. 6	194
38	Between Tunnels No. 9 and 10	195
39	West Switch, Lake View	...
41	1 mile east of Lake View	197
42	½ mile east of cross-overs, Eder	198
43	Between Eder and Andover	199
44	Between Eder and Andover	199½
45	300 feet west of west portal Tunnel No. 13	200
46	100 feet east of Andover Section House	...
47	At Andover Station	201
48	In turntable house, Summit	...
49	East switch of run-around on No. 2 track, Norden	...
51	East switch of siding on No. 2 track, Norden	...
52	West portal Tunnel No. 41	...
53	Center of Tunnel No. 41	...
54	East portal Tunnel No. 41	...

Code signals following box numbers are as follows: One—East. Two West. Three—Broken rail. Four—Track men. Five—Slide. Six—Fire.

Time Table superiority of schedule trains and train orders of all trains apply to end of double track at Brighton.
Inside switch west end center siding Elvas lined normally for westward movement.

LOCATION OF CROSS-OVERS:

Nearest Station	Mile	Type and Character
Hopfen	134.5	Trailing point, 125 feet from head-block of spur.
Elvas	91.8	Trailing point, 17 feet from head-block of wye.
Swanston-East	93.7	Trailing point, 613 feet from spur.
Benali-West	94.3	Trailing point, 132 feet from west head-block of siding.
" -East	95.1	Trailing point, 130 feet from east head-block of siding.
Walerga-East	99.4	Trailing point.
Rocklin-West	110.1	Trailing point, 138 feet to west head-block.
" -East	110.6	Trailing point, 120 feet to west head-block.
Loomis	112-H	Trailing point, from westward track to No. 4 track, head-block on westward track 30 feet east of 112-H.
Newcastle-West	120.1	Facing point, 600 feet west of station.
" -East	120.2	Trailing point, 250 feet east of station.
Bowman	129.1	Trailing point, 200 feet west of station.
Clipper Gap	131.5	Trailing point, 300 feet east of station, connecting with east end of westward siding.
Colfax-West	141.3	Facing point, 1400 feet west of station.
" -Middle	141.8	Facing point, 700 feet east of station.
" -East	142.2	Trailing point, 2500 feet east of station.
Magra	148.2	Trailing point, 1400 feet west of station.
Gold Run-West	152.0	Trailing point, 1300 feet west of station.
" " -Station	152.1	Facing point, 400 feet west of station.
Dutch Flat	154.2	Trailing point, 700 feet east of station.
Towle	156.5	Trailing point, 1600 feet west of station.
Forebay	163.0	Trailing point, opposite station.
Blue Canon	....	Trailing point, 2800 feet east of M. P. 167.
Emigrant Gap	171.5	Trailing point.
Smart	173.0	Trailing point.
Yuba Pass	176.1	Trailing point.
Cisco	179.9-180.3	Facing and trailing points.
Tamarack	183.4	Trailing point.
Soda Springs	190.4	Trailing point.
Norden	192.0	Facing and trailing points.
Eder	197.7	Facing and trailing points.
Andover	201.0	Facing and trailing points, 594 feet west.
Prosser Creek	214.0	Trailing point, 3366 feet east.
Boca	216.0	Trailing point, 2046 feet east.
Floriston	222.0	Trailing point, 410 feet west.
Mystic	226.0	Trailing point, 570 feet east.
Lawton	238.0	Trailing point, 200 feet east.

LIST OF SURGEONS.

LOCATION	NAME	TITLE
San Francisco	Dr. W. B. Coffey	Chief Surgeon.
Sacramento	Dr. A. M. Henderson	Division Surgeon.
Sacramento	Drs. G. L. Stevenson and W. W. Cress	District Surgeons.
Sacramento	Dr. J. Roy Jones	Aurist.
Sacramento	Dr. E. C. Turner	Oculist.
Roseville	Dr. B. Woodbridge	District Surgeon.
Roseville	Dr. S. S. Kalman	Asst. District Surgeon.
Loomis	Dr. P. D. Barnes	District Surgeon.
Newcastle	Dr. L. B. Barnes	District Surgeon.
Alta	Dr. B. F. Howard	Emergency Surgeon.
Auburn	Dr. G. H. Fay	District Surgeon.
Colfax	Dr. Max Duniewitz	District Surgeon.
Colfax	Dr. C. J. Durand	District Surgeon.
Dutch Flat	Dr. R. Heidrich	District Surgeon.
Blue Canon	Dr. H. N. Miner	District Surgeon.
Truckee	Dr. J. H. Bernard	District Surgeon.
Tahoe	Dr. W. L. Swauger	District Surgeon.
Floriston	Dr. J. E. McCue	District Surgeon.
Reno	Dr. W. H. Hood	Consulting Surgeon.
Reno	Dr. Horace J. Brown	District Surgeon.
Reno	Dr. M. R. Walker	Assistant District Surgeon.
Reno	Dr. John A. Fuller	Oculist and Aurist.
Lincoln	Dr. O. M. Cassell	District Surgeon.
Wheatland	Dr. F. W. Didier	District Surgeon.
Marysville	Dr. E. E. Gray	District Surgeon.
Live Oak	Dr. I. W. Higgins	District Surgeon.
Gridley	Dr. W. S. Lavy	District Surgeons.
Biggs	Dr. P. Caldwell	Emergency Surgeon.
Durham	Dr. J. L. Doyle	District Surgeon.
Chico	Dr. N. T. Enloe	District Surgeon.
Chico	Dr. D. H. Moulton	Associate District Surgeon.
Los Molinos	Dr. J. H. Belyea	District Surgeon.
Gerber	Dr. F. J. Bailey	District Surgeon.
Davis	Dr. W. E. Bates	District Surgeon.
Davis	Dr. Thomas E. Cooper	Assistant District Surgeon.
Woodland	Dr. H. D. Lawhead	Consulting Surgeon.
Woodland	Dr. Fred R. Fairchild	District Surgeon
Arbuckle	Dr. H. S. Powis	District Surgeon.
Williams	Dr. Ney M. Salter	District Surgeon.
Colusa	Dr. C. O. Poage	District Surgeon.
Willows	Dr. C. W. Lund	District Surgeon.
Orland	Dr. S. Iglick	District Surgeon.
Stirling City	Dr. W. J. Costar	District Surgeon.
Corning	Dr. Robt. H. Burney	District Surgeon.
Oroville	Dr. E. A. Kusel	District Surgeon.
Fair Oaks	Dr. G. M. Kennedy	Emergency Surgeon
Folsom	Dr. L. H. Sanborn	Emergency Surgeon.
Placerville	Dr. W. A. Reckers	District Surgeon.
Hamilton	Dr. Mary B. Poket	Emergency Surgeon.
Yuba City	Dr. Smith McMullen	District Surgeon.

NOTE.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

SPECIAL INSTRUCTIONS

THE FOLLOWING APPLICATIONS AND ADDITIONS ARE MADE TO THE BOOK OF RULES:

RULE 2. The following are designated Watch Inspectors:

San Francisco	S. A. Pope, Supervisor of Time Service, 65 Market St.		
Sacramento	H. T. Harger, 1008 "K" St.	Marysville	Leo J. Smith
Roseville	H. T. Harger	Chico	J. R. Dupen
Sparks	Adams & Davidson Co.	Willows	Robt. E. Boyd
Oroville	O. W. Halstead	Placerville	N. H. Burger & Son

RULE 10 (G). Where there are two or more main tracks, an unattended red signal will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining track.

Rule 10-H. Modified as follows: "Yellow signals and slow boards will be displayed one half mile each side of structure or track, over which speed of trains must be restricted." On double track between Sparks and east end of tunnel No. 41, signals, except permanent signals used by trackmen, will be placed on right of track in direction of movement.

RULE 14 (L). Signal should be repeated for:

(a) All outlying public highway grade crossings by all trains;

(b) In the smaller towns for crossings of dense travel or restricted vision not protected by flagman or gates and when train is not required to stop nor restricted by ordinance to run at slow speed.

RULE 72. When a section of double track is being used as single track under Form D-S, westward trains are superior to trains of the same class in the opposite direction.

RULE D-72 and 73. Trains between Elvas and Sacramento, and between Elvas and Brighton, and eastward trains via Elvas from Stockton Division to Roseville will move irrespective of time-table superiority when moving with the current of traffic.

RULE 83 (A). At the following stations, only the trains indicated will register:

Chico Willows Harrington	Trains originating and terminating.

Sacramento, 12th St.—Trains originating and terminating and eastward freight trains from Western Division.

RULE 83 (B). At open train-order offices trains may register by ticket as follows:

Nos. 7, 8, 11, 12, 15, 16, 17 and 18 at Woodland, Orland and Tehama.

Nos. 13 and 14 at Tehama.

First-class trains Sacramento 12th Street, Roseville Yard Office, Colfax and Truckee.

First-class trains on Roseville-Gerber line, register at Roseville Passenger Station.

Folsom.—Register at Junction Switch, Folsom. Trains that are required to go to Folsom or trains originating or terminating at Folsom, will on return to the Junction, register the same information as shown on register at station.

RULE 83 (D). Trains must obtain a clearance card before leaving Marysville, Colfax, and Truckee, also at Folsom and Fair Oaks when such stations are open train-order offices. Extra trains not routed via Folsom or Fair Oaks need not go to or obtain a clearance card at those stations.

Westward light engines and caboose hops will obtain clearance card at Passenger Station, Sacramento.

RULE 93. SACRAMENTO YARD.—Between a point 1,000 feet east of Benali to a point ¼ mile west of west switch Mikon to a point 1,000 feet west of west switch at Brighton on Stockton Line via Elvas, to a point 1,000 feet east of east switch at Brighton on Placerville line via Homestead, to a point 3½ miles east of Junction switch, R Street, on Walnut Grove Line.

ROSEVILLE YARD.—Between a point 4,000 feet west of west switch Antelope, to a point one mile east of Junction switch on Roseville-Gerber line, to a point 1,000 feet east of east switch at Rocklin, on No. 4 track and to a point 1,000 feet east of crossover on Nos. 1 and 2 tracks.

COLFAX YARD.—Within yard limits of Colfax the main track may be used protecting against first class trains. All trains and engines must move within yard limits prepared to stop unless the main track is seen or known to be clear.

BLUE CANON.—Within yard limits of Blue Canon yard No. 2 track may be used by eastward trains protecting against first class eastward trains. All trains and engines must move within yard limits prepared to stop unless the main track is seen or known to be clear.

TAHOE YARD.—From a point 1000 feet west of west switch Moss Hills.

MARYSVILLE YARD.—Between a point 1,000 feet west of Rupert Spur, and including Dantoni Branch, to a point 1000 feet east of 143-D, to a point 4,100 feet east of Binney Jct. switch on Woodland-Oroville line, to a point 1,000 feet west of west switch of cannery tract at Yuba City. This includes E and A Street cut-off.

WILLOWS ORLAND	Road crews performing initial, terminal or turning point switching in Orland and Willows yards will be considered as yard crews within the meaning of Rule 93 of the Rules and Regulations of The Transportation Department.

GERBER (Shasta Div.).—Between a point 80 feet east of east switch of house track at Tehama and a point on Shasta Division east of Gerber.

SPARKS (Salt Lake Div.)—Between a point one and one-half miles west of Reno to a point 2700 feet east of east switch at Sparks.

YARD LIMITS.—Are defined by yard limit signs at the following stations:

Truckee, Colfax, Willows, Chico, Walnut Grove.
Blue Canon, Woodland, Orland, Folsom,

RULE D 97 (A). On double track between Elvas and Brighton and Sacramento and Sparks, trains may run extra moving with the current of traffic without running orders, but must obtain clearance card before commencement of trip, if an operator is on duty.

RULE 98. DRAWBRIDGES NOT INTERLOCKED

Sacramento River at Knights Landing.
Sacramento River at Tehama.
Trains must not stop on drawbridge at Knights Landing.

RULE 99. Will ordinarily be regarded as observed in the protection of the rear end of first class trains standing at station platforms at Marysville, Roseville, Colfax, Truckee, Reno and Sparks when flagman takes position 30 feet to the rear of the train, providing no following first class schedule of the same direction, or section thereof, is due by timetable. If stop is longer than usual, or weather is obscured by fog or storm, or other circumstances make it necessary to increase the distance to insure safety, flagman must go back a sufficient distance to insure full protection.

RULE D-152. Does not apply between 15th Street and Sacramento River bridge, Sacramento, between Yosemite Street first road crossing east of Roseville passenger station and cut-off at Dry Creek west of Roseville.

RULE 211-B. When telegrapher fails to hand Form 19, Train Order and Clearance card, to head end of train the telegrapher will not make delivery to the rear end but will use every effort to stop the train with stop signals. In the event telegrapher fails to hand orders to either the head end or rear end of train, telegrapher will immediately notify dispatcher and make telegraphic report to Superintendent.

RULE 221. That portion reading "Train-order office hours will be shown in the time-table" is cancelled.

When a train-order signal indicates proceed in both directions by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

RULE 516. Overlap posts are painted white at the top, black at the base and stand about six feet high. Overlaps are located at: Wyo.

RULE 876. Standing air brake tests must be made at:

Summit, Westward freight trains, Norden, Eastward and westward freight trains, Stirling City, all trains, Placerville, all trains.

Westward passenger trains on No 1 Track will observe Rule 875 of Rules and Regulations of the Transportation Department and Rule 16 of the Rules and Regulations covering the operations of air brake and air signal apparatus, just before entering tunnel No. 6.

RULE 887. In Valley territory engines may take oil and water without cutting off train at all points, except Marysville.

On ascending grades between Roseville and Sparks, engines may take oil and water without cutting off train at all stations except Gold Run.

AUTOMATIC BLOCK SYSTEM

When signals 889, 890, 891, 892 and 893, in Sacramento yard, indicate "stop," trains will not proceed until signal indicates "proceed" or hand signals are given by switchtender, green flag by day, green light by night. In foggy or stormy weather, flagman must precede train when signal indicates "stop."

Three-arm automatic block signal on No. 2 track at Junction switch, Rocklin, governs the movement of eastward trains. The upper home and distance signals govern the use of No. 2 track. The lower home signal will clear only when No. 4 track is clear and switch lined for movement to Loomis on No. 4 track.

On No. 1 track between Newcastle and Loomis and on No. 4 track between Rocklin and Loomis, automatic block signal rules governing trains on single track will apply.

Trains stopped by signal 2134 or 2141 Gerber yard, may then proceed with caution, not exceeding six miles an hour.

Distant signals only are operated at Sheridan, Ostrom, West end of Marysville and Yuba City; these signals indicate caution when switch is open or a train occupies main track between signal and switch.

When trains are stopped by automatic block signals, No. 1158 west of Lincoln, No. 1173 east of Lincoln, No. 1280 west of Wheatland or No. 1291 east of Wheatland, stop, then proceed with caution not exceeding six miles per hour to signal governing opposite direction.

INTERLOCKING

SACRAMENTO RIVER DRAWBRIDGE.—Extends eastward on No. 1 track to westward home signal three hundred fifty (350) feet east of Front Street crossing, and eastward on westward freight track to westward home signal three hundred fifty (350) feet east of crossing.

Interlocking home light signal governing westward movements on No. 1 track at east end of bridge.

Derails, operated by switchtender, in Front Street tracks and drill tracks seventy-five (75) feet from crossing.

Trains, engines and cars in movements approaching Front Street crossing or junction of freight tracks with No. 1 and No. 2 tracks, will be governed by hand signal from switch-tender, using green flag by day and green light by night.

When hand signals are given to pass a fixed signal indicating "stop," trainmen must assure themselves that derails and switches are in proper position before proceeding.

NINETEENTH STREET, SACRAMENTO.—At crossing of R Street track with Western Pacific R. R.

Trains wishing to use industry or transfer tracks will give one long, one short and one long rings on push button located on home signal cases.

Limits extend from home signal 400 feet west of tower to home signal 700 feet east of tower.

ELVAS—Trains from Sacramento to Brighton will be governed by lower and trains from Sacramento to Roseville by upper signal. From Roseville to Sacramento by upper, from Roseville to Brighton by lower signal. From Brighton to Sacramento by upper, from Brighton to Roseville by lower signal.

Last paragraph Rule 628 is amended permitting towerman at Elvas to give signals from tower instead of on the ground.

Whistle signal governing routes as follows:

To Roseville, one long and one short, ——— o.
To Sacramento, three long and one short, ——— ——— ——— o.
To Brighton, two long and three short, ——— ——— o o o.
To siding, three short and two long, o o o ——— ———.
To third track, two short, two long, o o ——— ———.
To spur, one short, two long, o ——— ———

Limits on Sacramento-Roseville line extend from home signal 1400 feet west of tower to home signal 900 feet east of tower. On Elvas-Brighton line extend to home signal opposite automatic signal 1357 on eastward track and to dwarf signal 400 feet east of signal 1357 on westward track.

Switch leading to American Can Company's spur track at Elvas, located in Elvas-Brighton westward main track just east of east switch Elvas siding, and derail located in American Can Company's track about two hundred (200) feet from main track switch.

Switch to be thrown by hand.

Derail to be thrown by hand and is electrically locked.

In order to obtain route into and out of American Can Company's track, following whistle signals will be given ——— o ———, one long, one short, one long. Derail must not be closed until permission has been obtained from towerman.

Switch and derail must be immediately returned to normal position after train has passed over and permission from towerman must be obtained for each movement into or out of American Can Company's track.

Eastward passenger trains will not be required to make running test approaching interlocking plant at Elvas, except when brake pipe has been separated.

EMIGRANT GAP.—Limits as follows:

On No. 1 Track from signal located 100 feet west of house track spur at Emigrant Gap, to signal 1711, 500 feet west of turntable.

On No. 2 Track from clearance of crossover to signal 60 feet east of east switch of crossover.

Electrically operated derail located 60 feet west of signal at house track spur switch on No. 1 Track.

East switch of crossover equipped with electric lock.

Derail located at clearance on east lead of turntable and equipped with electric lock.

Westward trains stopped at interlocking signal at house track spur switch, will call operator at Emigrant Gap on telephone and be governed by his instructions and when instructed by him to operate the derail by hand, be governed by the instructions on the sign at derail.

Trains moving through crossover from No. 2 Track to No. 1 Track will be governed by interlocking signal located 60 feet east of crossover switch, on right side. Signal will not clear for crossover movement until crossover switches have been lined.

Trains moving off east lead of turntable to No. 1 Track will be governed by signal located 60 feet west of derail. Signal will not clear until derail and switch have been lined.

Train or enginemen will not unlock or throw the west switch of crossover, when making crossover movement, until the east switch of crossover has been lined.

Train or enginemen will not unlock or throw switch to east lead of turntable until derail has been closed.

Eastward signal, located opposite east switch of crossover on No. 1 track, governs movement against current of traffic through derail, and to signal 1736 at Smart.

Westward movement from west lead of turntable or from fire train crossover will not be made until permission is given by operator.

Rules 628 and 663 will not apply and the following will govern:

Telephones located at signals establishing communication with telegraphers at Emigrant Gap. Trains stopped at signals will call operators for instructions and when such instructions have to do with an inoperative signal, trains will be preceded by flagman to next clear home or distant signal.

SUMMIT.—Limits as follows:

No. 2 Track from Signal Bridge west of Norden Office to westward signal west of crossovers Eder.

No. 1 Track from home interlocking signal at west switch to siding Lakeview to signal bridge west of Norden Office.

Following switches and derails within interlocking limits are hand operated and switches must not be thrown until permission has been obtained from signalman.

West leads to turntable and west switch Norden siding, derails electrically locked, movements from these leads and west switch Norden siding governed by signals after derails and switches have been lined.

Fire Train Spur. Derail electrically locked and movement from this spur governed by signal after derail and switch have been lined.

INTERLOCKING—Continued.

West Crossovers. Crossover switches must not be used until movement through them is authorized by signalman. Eastward movement on both tracks governed by signal indication after crossover switches have been lined.

Runaround Tracks. Helpers from trains that may be left on runaround tracks after departure of trains from which cut, enginemen must communicate with signalman before lining switches to siding.

Switches must not be lined for movement from spur tracks without permission from signalman.

Rules 628 and 663 will not apply and the following will govern: Telephones located at signals establishing communication with signalman at Norden Office, when information necessary call signalman by one long ring and after giving number of train, route desired, etc., movement will be governed by signal indications or instructions of signalman and when such instructions have to do with an inoperative signal, trains will be preceded by a flagman to next home signal or clear distant signal.

When eastward trains are stopped by signals located on main track and on siding at east end of Norden and permission is given by signalman to pass same, trains will wait ten (10) minutes and then be preceded by flagman according to rules and follow flagman ten (10) minutes to next home signal or clear distant signal.

SNODGRASS SLOUGH.—Drawbridge located approximately two miles west of Walnut Grove, interlocked.

When signal indicates "stop," trains must not move over drawbridge until flagman has preceded the train and ascertained that bridge is closed and track safe.

NINTH STREET TOWER, MARYSVILLE.—Crossing Western Pacific R. R. and Woodland-Oroville line.

Limits extend from a point 450 feet west of tower to a point 450 feet east of tower.

BINNEY JUNCTION TOWER.—Junction with Woodland-Oroville line and crossing Western Pacific R. R. Whistle signals governing routes as follows:

Main Track to or from Gerber, one long, one short ——— o.
Main Track to or from Oroville, two short, two long, o o ——— ———.
Siding to or from Gerber, one short, three long, o ——— ——— ———.
Siding to or from Oroville, three long, one short, ——— ——— ——— o.
Siding to or from west leg of wye, three short, two long, o o o ——— ———.
Main Track to or from west leg of wye, two long, three short, ——— ——— o o o.
Main Track to or from east leg of wye, one short, one long, one short, one long, o ——— o ———.
To Spur, one short, two long, o ——— ———.

Limits on Roseville-Gerber line extend from signal bridge 1300 feet west of tower to home signal 500 feet east of tower. On Oroville line extend from signal bridge to home signal 950 feet east.

LIVE OAK TOWER.—Crossing Sacramento Northern R. R. one half mile east of Live Oak. Eastward trains, when standing on main track to meet trains at Live Oak, will stop west of east house track switch to avoid holding interlocking signal against such trains.

Limits extend from home signal 500 feet west of tower to home signal 400 feet east of tower.

WOODLAND.—Crossing Sacramento Northern R. R.

Whistle signals governing routes as follows:
For Tehama to or from siding, one long, one short, ——— o.
For Tehama to or from house track, three long, one short. ——— ——— ——— o.
For Knights Landing to or from siding, one short, three long, o ——— ——— ———.

Limits on Davis-Tehama line extend from home signal 450 feet west of Sacramento-Northern R. R. crossing to home signal 500 feet east of crossing. On Woodland-Oroville line extend to dwarf signal 200 feet east of crossing.

MISCELLANEOUS

1. All available retainers on trains will be used as follows:

Westward trains, Summit to Long Ravine Bridge, New England Mills to Loomis, Stirling City to Mile Post 188, eastward trains Norden to Truckee.

When passenger train has stopped, engineman will release air brakes and retainers must be turned down and engineman notified by one blast of air signal whistle.

4. Freight trains and light engines, not equipped with tire coolers, except Mallets, on descending grade will make a stop of ten minutes between switches at the following stations to permit wheels to cool, trainmen will make a careful inspection of all cars, and enginemen inspect engine:

Andover: (During storms inspection will be made in shed at Andover.)
Hinton: (Inspection may be made at Floriston instead of Hinton when that station can be made ahead of passenger train schedules.)
Summit. On No. 1 track.
Norden. On No. 2 track.
Troy.
Yuba Pass.
Midas.
Gold Run.
Colfax.
Flint (Except westward freight trains that stop at Auburn, will inspect at Auburn instead of Flint).
Latrobe.
Paradise.
Doon.
Crouch.

Inspection to be made between switches of sidings.

Passenger trains stop at Paradise 5 minutes to cool wheels.

Freight trains on descending grade, stop between switches at Knapp, five (5) minutes to cool wheels.

Mallet engines running light on descending grades will make stop of sufficient length of time to inspect engine.

Light engines that are equipped with tire coolers will stop at Emigrant Gap and Colfax for inspection. Engines will stop at Truckee instead of Stanford.

5. At all points where freight trains stop for inspection between Roseville and Sparks, enginemen will drain water from main reservoirs on engines.

6. Freight trains stop and make rear end air brake test immediately before leaving Summit and Norden. Road engineer, helper engineers and conductors are responsible for brake pipe pressure throughout the train.

When cutting helpers on westbound freight trains at Summit, head portion of train must not be moved until rear of train is coupled and rear end test made.

If standard air pressure of 80 pounds as indicated on air gauge on engines or caboose falls to 70 pounds on westward freight trains between Lake View and Summit, immediate action must be taken to stop train before passing over summit of grade.

7. Air plugs must be used on freight trains between Sparks and Roseville. These plugs will be handled by carmen at Sparks and Roseville; but must be applied and removed when necessary by trainmen at intermediate stations.

8. When handling train lots of light loads, such as solid trains of automobiles on descending grades, trainmen will alternate the retainers in the same manner as at present is customary in handling train lots of empties, Rule No. 56—Care and operation of brakes and air signal apparatus.

9. On freight trains ascending and descending grade between Emigrant Gap and Andover member of train crew must observe track from rear of caboose, that train may be brought to stop promptly in event of derailment.

10. Time shown on register will in each case be the time the train actually comes to a stop on the receiving track or designated point. This to apply when trains are delayed entering a terminal as well as when they enter the yard without delay.

TRAIN ORDER SIGNALS

18. Emigrant Gap:

Westward signal located twenty-five hundred (2500) feet east of office and eastward signal located one hundred (100) feet west of office on right of track in direction of train movement.

Cisco:

Westward signal located one hundred (100) feet east of Tunnel No. 3, and Eastward signal located one thousand (1,000) feet west of office, on right of track in direction of train movement.

When westward train order signal at Cisco indicates "Stop," trains will stop to clear switch to fire train spur, located three hundred (300) feet east of station.

Norden:

Westward signal located nine hundred (900) feet east of station, and Eastward signal located eight hundred (800) feet west of station on right of track in direction of train movement.

These train order signals carry identification "Train Order Signal" in illuminated letters on signal mast.

Indication of these train order signals will be by lights only. Red light indicates "Stop," Green light indicates "Proceed."

When trains reach a point approximately three hundred (300) feet from these train order signals, if no train orders, light will change from "Stop" (Red) to "Proceed" (Green).

If signal is first seen in "Proceed" indication (Green) clearance card must be obtained.

When approaching these train order signals, enginemen will not sound signal 14-J or acknowledge "Proceed" by sounding signal 14-G as required by Rule 221.

SACRAMENTO—ROSEVILLE—BRIGHTON

40. Tracks between Sacramento and Roseville numbered as follows:
No. 1 Track, Westward main track
No. 2 Track, Eastward main track.

41. The markers, classification signals and indicators will be removed from light engines arriving Roseville and Sacramento when engine is placed on designated track or on such other yard track as the engineman may be relieved of responsibility of the engine.

42. Westward trains via Brighton having cars to set out at Elvas will use east end of center siding, using switch at road crossing.

43. Eastward trains from Brighton having cars to set out at Elvas will use west end of center siding and set cars in at switch near road crossing.

44. 5000 Class Engines will not clear umbrella sheds of Sacramento passenger station and must not be used on Tracks 2, 3, 4, 5, 6 and 7.

45. Southern Pacific trains will approach Western Pacific R.R. crossing at Front and R Streets, Sacramento, with caution, expecting to find crossing occupied. Southern Pacific yard engines will stop and ascertain that crossing is clear before proceeding.

46. Southern Pacific and Western Pacific trains and yard engines must ascertain that all switch and industry track crossings in the vicinity of Front and R Streets are clear before using.

47. Trains and yard engines must not pass the switch tenders stations at east end Sacramento River Bridge. Sixth Street, Seventh Street and Fifteenth Street, Sacramento, without receiving a signal from switch tender to proceed, green flag by day and green light by night.

48. Trains will stop within two hundred feet of Sacramento Northern R. R. crossing Front and R Streets Sacramento before crossing.

49. Movement of trains, engines or cars in switching over crossing of the Southern Pacific tracks and the electric lines at Front and M Streets, Sacramento, will be governed as follows:

Southern Pacific trains moving on Front Street, Sacramento, and Southern Pacific yard engines switching on Front Street will stop before reaching the crossing at Front and M Streets, and will proceed on hand signals from flagmen on the ground in the center of the crossing, flagman using a green flag by day, and a green light by night.

Sacramento northern trains and San Francisco & Sacramento Railroad trains will stop before reaching the crossing, and will proceed on signal from the flagman in the center of the crossing, flagman using a yellow flag by day, and a yellow light by night.

50. Enginemen departing and arriving Sacramento passenger station will refrain from blowing whistle or ringing bell and keep cylinder cocks closed while passing hospital building.

51. Trains and yard engines on "R" Street, Sacramento, will stop before crossing Sacramento Northern tracks at 31st and "R" Streets.

ROSEVILLE—SPARKS

52. Tracks between Roseville and Sparks numbered as follows:
No. 1 Track, Westward main track via Auburn.
No. 2 Track, Eastward main track via Auburn, Nevada Street.
No. 4 Track, between Rocklin and Loomis; diverges from No. 2 track at Rocklin and runs on south side of No. 1 track, one-half mile east of Rocklin to Loomis, connecting with No. 1 track at Loomis.

53. Markers must be kept lighted on No. 2 track between Rocklin and Colfax and on Nos. 1 and 2 tracks Knapp and Truckee, at all hours. Trainmen in this district must turn markers at all hours, as per Rule 19, Book of Rules.

54. Mallet engines, 2-10-2 engines, 4-10-2 engines and Mikado engines should not be operated over the following tracks:

Loomis, east end fruit tracks.
Penryn, fruit spurs west of station.
Newcastle, tracks 3 and 4 (either from cross-over leading from main track to No. 3 or from cross-over from siding).
Flint, Standard Oil spur.
Auburn, high line.
Nev. St., Auburn, spurs.
W. Applegate, spur.
Colfax, material spur in west yard.
Magra, spur.
Towle, spur.
Blue Canon, dump spur.
Blue Canon, oil spur.
Clipper Gap, team track east of road crossing.
W. New England Mills, spur, west of tool house.
Blue Canon, Greek spur east of oil column.
Spur switch, Eder.
Lumber spur switch, Summit.
Spur switch, Spruce.
Outfit spur switch, Cisco.
Crystal Lake, spur on south side of No. 2 track.
Spur switches, Yuba Pass.
Andover, outfit spur, 3 car lengths back of frog.
Lake View, 6 car lengths back of frog.
Soda Springs, east of corral chute.
Campbell Spur, Cisco, east of corral chute.

55. The following will govern make up of trains, positions of helpers from Roseville and Colfax, and cutting helpers from passenger trains at Norden.

Eastward Trains:

Helpers on passenger trains will be cut at signals governing crossover switches east of the west end of Norden siding.

Freight Trains. 69 cars will be maximum number of cars when loads are handled. When 69 car trains are run, Roseville helper will be placed 60 cars from the head end. Colfax helper will be placed in train 46 cars from the head end.

When a train of 69 empties is run out of Roseville, Colfax helper will be placed immediately ahead of caboose if class of cars permit.

Fifty-Six Car Trains. Roseville consolidation helper to be placed ten cars ahead of the caboose, Colfax helper to be placed 46 cars from the head end. Roseville helper will be placed on head end of train leaving Colfax.

When two Mallets are used in a 56 car train out of Roseville the Roseville helper will be placed three cars ahead of the caboose and Colfax helper, when Colfax helper is a Mallet, 13 cars ahead of the caboose.

Westward Trains:

Passenger Trains. Helper engine will be cut at signal east of east leg of turn-table at Norden.

Freight Trains. 71 car trains west from Truckee, Truckee helper to be placed in train as near caboose as class of cars will permit. 71 car trains will be held east of Tunnel No. 6 unless Summit sidings are clear.

SPECIAL INSTRUCTIONS—Concluded

MISCELLANEOUS—Continued.

Fifty-Six car trains. Helper to be cut in train ahead of caboose if class of cars will permit.

Single engine trains east from Roseville getting helper engine from Colfax will place Colfax helper next ahead of caboose or as near thereto as class of cars will permit.

56. On account of storage tanks of Standard Oil Company near tracks at Enwood flues of engines must not be sanded until after engine has passed Enwood.

57. When necessary for eastward freight trains to double to Cape Horn, rear of train will be properly secured, and head of train taken to Cape Horn and properly secured on siding beyond derail; engine will then return for rear of train in usual manner.

58. The tonnage of freight trains between Summit and Loomis, must not exceed 100 M's per operative brake.

59. Eastward freight trains with helpers to cut at Norden will take siding. Westward freight trains with helpers to cut at Summit will take upper siding.

60. Train No. 9 will stop five (5) minutes at Midas for inspection and to permit of heat equalizing through wheels.

61. 5000 class engines may operate on east end of team track Colfax to west end of freight house platform, but must not proceed beyond west end of platform and switching in this locality must be done with caution.

68. Yellow light signals on leads to turn-table at Norden. These signals will indicate route to be used from turn-table. If no indication visible when locomotive is ready to leave turn-table, telephone signalman at Norden for instructions.

69. When torpedoes are used between Blue Canon and Stanford, same will be placed on both rails directly opposite each other.

MINIMUM CLEARANCES FOR ROTARY PLOWS, BLUE CANON EAST

71. Push cars in shed district must be placed between posts providing for proper clearance.

Tunnels 3 and 4 shed posts clear 8 to 10 inches.

Tunnel 5, 8 inches clearance.

East and west of mile post 195, stone walls clear 6 inches. Water trough east of tunnel 10 clears 5 inches.

East end of tunnel 11 clears 8 inches.

Rotary plow on an 8 or 10 degree curve will swing approximately 7 inches from center.

All crews handling plows through district where standard clearance is not provided must reduce speed to six miles per hour through tunnels and at rock walls.

72. Normal position turn-tables on Truckee District will be as follows:

Blue Canon......West approach, on account of repair platform on west end.
Emigrant Gap....East approach, with motor on east end.
Cisco...........East approach, with motor on east end.
Norden..........East approach to eastward track.
Andover.........West approach.

Train and enginemen using these turn-tables must leave them lined as shown above.

OPERATION OF TURN TABLE AT NORDEN

73. Remove rail locks before attempting to move table.

Properly line table and reset rail locks before moving engine on or off table.

Release brake before moving turn-table and do not apply brake unless control handle is in the "off" position.

To Move Turn-Table: Turn controller handle around to the third or fourth point, allowing about one second on each point.

To Stop Turn-Table: Turn controller rapidly to "off" position.

Allow turn-table to come to complete stop before reversing motor.

In case of trouble notify operator at Norden Office, who will call maintainer.

Turn-table must be left lined and locked for east lead to eastward track.

SPECIAL SIGNALS

Light signals governing trains running against current of traffic on No. 2 track from crossover Emigrant Gap to west limits Summit interlocking plant and from east limits Summit interlocking plant to Andover. On No. 1 track from Andover to east limits Summit interlocking plant and from west limits Summit interlocking plant to crossover Emigrant Gap, mile post 171.5.

Signals on right side in direction of train movement except Signal D-1916 east of Soda Springs on No. 1 track, which is located on left side.

When these signals indicate "stop," trains running against current of traffic on No. 1 or No. 2 tracks will be governed by first and second paragraphs of Rule No. 509.

Lower light on Signal No. 2015 at Andover governs movement through crossover against the current of traffic and to Signal No. 1999.

Lower light on Signal No. 2010 at Andover governs movement through crossover and to Signal No. 2022.

Lower light on Signal No. 2013 at Andover governs movement through crossover and to Signal No. 2003.

Signal 1706 at Emigrant Gap.

Indications as per following:

Rule 501, Fig. 6—Stop and proceed as per Rule 509.
Rule 504, Fig. 7—Proceed.
Rule 502A, Fig. 3—Proceed prepared to stop at next home signal.
Rule 502, Fig. 3—Take siding.

SPEED RESTRICTIONS.

Speed Restrictions in Miles Per Hour, Will Apply as Follows:

Between		PASSENGER			FREIGHT			All Trains	LIGHT ENG. RUNNING FORWARD		
	Maximum	With SP-1, SP-2, F-1, F-3, F-4, F-5, Engines	With MM-2, MK-2, 4, 5, and 6, C-2, 4, 5, 8, 9 and 10 Engines	With Other Type Except MC-2, 4, and 6 Engines	Freight and Mixed, Maximum	With MC-1, 2, 4, and 6 Engines	Engines and Motors Backing	City Ordinance	SP-1, SP-2, F-1, F-3, F-4, F-5, MK-2, 4 and 5	E, T, A and P Class	C, M, TW and MC Class
Sacramento—Colfax (No. 2 Track)	50	45	40	50	35	25	20	....	40	45	35
Colfax—Truckee (No. 2 Track)	35	35	35	35	20	20	15	....	30	30	20
Truckee—Sparks (No. 2 Track)	40	40	40	40	30	25	15	....	35	35	30
Sparks—Truckee (No. 1 Track)	40	40	40	40	30	20	20	....	35	35	30
Truckee—Loomis (No. 1 Track)	35	35	35	35	20	20	15	....	30	30	20
Loomis—Sacramento (No. 1 Track)	50	45	40	50	35	25	20	....	40	45	35
Truckee—Tahoe	40	25	25	40	30	20	15	....	20	30	30
Roseville—Gerber	50	45	40	50	35	25	20	....	40	45	35
Davis—Tehama	60	45	40	60	40	25	20	....	40	45	35
Woodland—Marysville	45	....	35	45	35	....	20	....	....	35	35
Marysville—Oroville	25	....	25	25	25	....	15	....	....	20	25
Harrington—Wyo via Colusa	30	....	25	30	25	....	25	....	....	25	25
Willows—Fruto	20	....	....	20	15	....	10	....	....	15	15
Brighton—Folsom	50	....	40	50	35	....	20	....	....	45	35
Citrus—Fair Oaks	25	....	20	25	20	....	15	....	....	20	20
Folsom—Placerville	30	....	20	30	15	....	12	....	....	25	15
Sacramento—Walnut Grove	30	....	20	30	20	....	15	....	....	25	20
Grace—Josephine	30	....	20	30	20	....	15	....	....	25	20
Marchant—Karnak	30	....	20	30	20	....	15	....	....	25	20
Chico—M. P. 188 (Stirling City Branch)	30	....	25	30	25	....	15	....	....	25	25
M. P. 188—Stirling City	20	....	20	20	12	....	10	....	....	15	12
Rocklin	....	....	....	....	....	....	....	15	....	....	....
Lincoln	....	....	....	....	....	....	....	15	....	....	....
Wheatland	....	....	....	....	....	....	....	15	....	....	....
Gridley	....	....	....	....	....	....	....	15	....	....	....
Corning	....	....	....	....	....	....	....	15	....	....	....
Orland	....	....	....	....	....	....	....	15	....	....	....
Willows	....	....	....	....	....	....	....	15	....	....	....
Reno	....	....	....	....	....	....	....	15	....	....	....
Through Cross-Overs, Turn-outs, and on Sidings	....	....	....	15	....	8	....	....	....	....	....

SPECIAL SIGNALS (Continued)

Disc signals located 2,000 feet east of east switch at Gold Run and on signal mast 1520 near west switch Gold Run and at west switch Colfax, controlled by operators, will govern movement of trains as follows:

When showing yellow disc or yellow light; take siding.

When showing white disc or green light; proceed, if train orders or schedule permits.

Light signal on mast of signal 1427 east of Colfax, controlled by operators.—Indications are given by illuminated letters and figures as follows:

M—Hold Main Track
X—Take cross over for roundhouse.
1—Take No. 3 siding at cross over east of road crossing.
2—Take No. 4 Siding at East Switch.
No light—Proceed, if train orders or schedule permits.

Junction switch located 150 feet east of S. P. R. R. crossing at Brighton, on Sacramento-Placerville line, will be lined for movement via Elvas. The upper arm of signal 947 governs movement to Elvas, the lower arm governs movement to R Street.

Junction switch at Tehama will be normally lined for movement via Chico, upper arm signal 2119 will govern Gerber-Roseville line; lower arm will govern Tehama-Davis line.

Normal indication of signal 2118 will be "proceed;" normal indication of signal 2116 will be "stop."

Trains from Tehama-Davis line will not pass Signal 2116 until junction switch is lined for Tehama-Davis line and will then be governed by Rule 509.

SPEED RESTRICTIONS

Mallet engines must not exceed 20 miles per hour on curves. SP-1, SP-2, SP-3, F-3, F-4 and F-5 engines must not exceed 28 miles per hour on curves and other type engines must not exceed 30 miles per hour on curves on No. 2 track, Colfax to Truckee and on No. 1 track, Truckee to Loomis.

Motors backing through yards and over highway crossings must not exceed 10 miles per hour.

Relief trains with steam derrick must not exceed 25 miles per hour and will be governed by other speed restrictions.

Maximum speed for engines when rods are removed:

When main rod only removed........................ 30 miles per hour.
When side rods only removed........................ 30 " " "
When both main and side rods removed............ 20 " " "

Fire trains and flangers operating between Lawton and Loomis must not exceed 30 miles per hour and be governed by other speed restrictions.

Relief train with steam derrick must not exceed 15 miles per hour over Colusa, Sutter Basin, Stirling City and Placerville Branches.

Trains handling loaded Flint hoppers must not exceed 25 miles per hour.

At intermediate stations where mail is dispatched while trains are in motion must reduce speed sufficiently to avoid injury to passengers or others who may be standing on station platforms.

Eastward first-class trains must not exceed thirty (30) miles per hour from yard limit board located one thousand (1,000) feet west of west switch at Antelope to signal 1046, from signal 1046 to mile post 108 on Roseville-Sparks line, twenty (20) miles per hour.

Westward first class trains from mile post 108 Roseville-Sparks line to signal 1049 twenty (20) miles per hour. From signal 1049 to Antelope station thirty (30) miles per hour.

SP-1, SP-2 and SP-3 type engines must not exceed 28 miles per hour where slow boards show 30 miles per hour.

Freight trains on descending grades must not exceed 15 miles per hour while passing passenger trains.

SP MW Cranes 329, 331, 334, 2213, 2238, 2707 and 2708 in use on lines. These cranes are constructed with one swivel or flexible truck, and when moving in trains, the crane will be so placed as to permit the swivel or flexible truck being the leading truck in the direction of train movement. Crane will be swung so the boiler will ride over the flexible truck at all times.

When necessary for crane to move in trains with flexible or swivel truck trailing, the speed of the train must not exceed eighteen (18) miles per hour.

SPEED TABLE

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10	......	21	2	51	31	1	56	41	1	27
8	7	30	22	2	43	32	1	52	42	1	25
10	6	......	23	2	36	33	1	49	43	1	23
12	5	......	24	2	30	34	1	45	44	1	21
15	4	......	25	2	24	35	1	42	45	1	20
16	3	45	26	2	18	36	1	40	46	1	18
17	3	31	27	2	13	37	1	37	47	1	16
18	3	20	28	2	8	38	1	34	48	1	15
19	3	9	29	2	4	39	1	33	49	1	13
20	3	......	30	2	......	40	1	30	50	1	12

SPECIAL INSTRUCTIONS

LOCATION OF STRETCHERS

Sacramento	Hospital
“	Baggage Room
Fair Oaks	Freight House
Hood	“ “
Walnut Grove	Baggage Room
Lincoln	“ “
Wheatland	“ “
Marysville	“ “
Gridley	“ “
Biggs	“ “
Chico (2)	“ “
Oroville	Baggage Room
Knights Landing	Freight House
Woodland	Baggage Room
Williams	
Willows (2)	“ “
Roseville	Power House
“	Car Dept.
“	Yard Office
“	Station
“	Hospital
“	Store Dept.
Rocklin	Baggage Room
Loomis	“ “
Penryn	Baggage Room
Newcastle	“ “
Auburn	“ “
Colfax	“ “
Dutch Flat	“ “
Towle	“ “
Blue Canon (2)	“ “
“ “	Tool Car
Cisco	Baggage Room
Summit	Baggage Room
Truckee (3)	“ “
Floriston	“ “

HOSPITALS

GENERAL	SAN FRANCISCO
EMERGENCY	SACRAMENTO
“	ROSEVILLE
“	GERBER
“	SPARKS

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

Mile Post	LOCATION	DESCRIPTION
	SACRAMENTO YARD	
	Shop Yard	Oil House West of Store No. 1....Side
	Shop Yard	Sand spurs Nos. 1 and 2....Overhead
	Shop Yard	Machine Shop spur....Side
	Shop Yard	Roundhouse spur....Side
	Shop Yard	Track No. 2 Bone Yard Track....Side
	Shop Yard	Track No. 3 Laundry....Side
	Shop Yard	Track No. 2 Scrap Dock....Side
	Shop Yard	Track No. 3 Scrap Dock....Side
	Shop Yard	Track No. 9 Car Shop No. 5 (Tree)....Side
	Shop Yard	Track No. 5 Car Shop No. 5 (Tree)....Side
	6th and H Streets	Western Meat spur....Side
	6th Street	New Foundry Track....Side
	6th Street	Coke spur....Side
	6th Street	Foundry Track 6th Street....Side
	R between 11th & 12th	Lawrence Warehouse....Side
	R between 20th & 21st	Sacramento Valley Winery spur....Side
	R between 21st & 22nd	Barley spur Buffalo Brewery....Side
	R between 21st & 22nd	Buffalo Brewery spur....Overhead & Side
	R between 21st & 22nd	California Winery spur....Side
	B between 11th & 12th	Phoenix Mill spur....Side
	B between 8th & 9th	Consumers Ice Co. Track....Side
	3rd to 6th Streets	Track No. 4 Rolling Mill....Side
	6th Street	Water Tank....Side
	15th & N. B. Streets	Unloading pit center of Track, Golden Gate Atlas spur....
	13th & 14th on B St	Unloading pit center of Track, Clark and Henry spur....
	4th & R Streets	Sacramento Vegetable Growers Assn....Side
	5th & R Streets	Virden Packing Co. spur....Overhead & Side
	Front St. between M & N	Sacramento Northern Guy Pole....Side
	Walnut Grove Connection	2nd Street to Front St. Yard....Overhead
	Front St. between H & I	Stulsaft spur....Overhead
	Between tracks No. 1 and No. 2	South end of old freight shed....Front St.
	Between tracks No. 2 and No. 3	South end of new freight shed....Front St.
	SACRAMENTO-SPARKS—EASTWARD.	
94.9	Ben Ali	Cannon Phillips spur....Overhead & Side
106.6	Roseville	Icing track, PFE track No. 2 and New Icing track, PFE Plant....Side
106.6	Roseville	Car bodies & Lbr. on rip track....Side
	Roseville	P. F. E. Icing Tracks Nos. 0-1-2-3....
	Rocklin	Kesty Quarry spur....Overhead
	Rocklin	Henderson Quarry spur....Overhead & Side
	Rocklin	Pernu Quarry spur....Overhead
	Rocklin	Elickson Quarry spur....Overhead
110.6	Rocklin	Cal. Granite spur, Rocklin, Quar....Side
110.6	Rocklin	Stock Chute on Corral Track....Side
	E. of Rocklin	Antelope Creek bridge....Side
114.2	E. of Rocklin	Tunnel No. 15....Overhead
114.8	E. of Rocklin	Tunnel No. 16....Overhead
117.3	E. of Lincoln Ave., Penryn	Tunnel No. 17....Overhead
120.5	E. of Newcastle	Tunnel No. 18....Side & Overhead
122.7	E. of Newcastle	Tunnel No. 19....Overhead
123.2	E. of Newcastle	Tunnel No. 20....Overhead
124.7	E. of Nev. St., Auburn	Tunnel No. 21....Overhead
131.2	E. of Bowman	Tunnel No. 22....Overhead
132.7	E. of Clipper Gap	Tunnel No. 23....Overhead
132.9	E. of Clipper Gap	Tunnel No. 24....Overhead
133.1	E. of Clipper Gap	Tunnel No. 25....Overhead
133.3	E. of Clipper Gap	Tunnel No. 26....Overhead
133.8	E. of Clipper Gap	Tunnel No. 27....Overhead
134.8	E. of Applegate	Tunnel No. 28....Overhead
	SACRAMENTO-SPARKS—EASTWARD—Continued	
136.0	E. of Applegate	Tunnel No. 29....Overhead
138.7	E. of N. E. Mills	Tunnel No. 30....Overhead
139.2	E. of Lander	Tunnel No. 31....Overhead
139.4	E. of Lander	Tunnel No. 32....Overhead
141.7	Colfax	Automatic Signal Nos. 1420, 1421 & 1425 Side
141.7	Colfax	Water Col. W. of Station W. B....Side
141.7	Colfax	PFE Icing Platform....Side
144.5	E. of Colfax	Tunnel No. 33....Side & Overhead
144.7	E. of Colfax	Tunnel No. 34....Side & Overhead
152.2	Gold Run	Mail Crane....Side
	Gold Run	Water Tank West end of Yard....Side
152.4	E. of Gold Run	Oil & Water columns....Side
165.5	Blue Canon	Water Columns....Side
208.0	Truckee	Roundhouse portals....Side
208.0	Truckee	Oil sump doorways....Side
215.0	Prosser Creek	Ice House....Side
215.0	Prosser Creek	Support post for ice conveyor....Side
216.3	Boca	Ice House No. 7....Side
216.3	Boca	Support post for ice conveyor....Side
	Hinton	Highway Bridge....Side & Overhead
232.4	Verdi	Box factory platform....Side
242.9	Reno	Transfer track....Side
242.9	Reno	Buffalo Brewing Co. platform....Side
	COLFAX-ROCKLIN—WESTWARD	
132.7	W. of Applegate	Tunnel No. 0....Side & Overhead
124.5	Auburn	Ford & Son Warehouse, hill track....Side
124.5	Auburn	Lowell Warehouse, hill track....Side
124.5	Auburn	Fruit House Track, hill track....Side
124.5	Auburn	Hse. Track, Auburn I. & C. siding....Side
124.5	Auburn	Hse. Track, Ford & Son, Whse. siding....Side
123	W. of Flint	Cut....Side
122	W. of Flint	Cut West of 122....Side
	W. of Flint	Cut West of 122-G....Side
	W. of Flint	Cut West of 122-H....Side
	W. of Flint	Bloomer Cut....Side
113.9	Loomis	No. 1 Hill track, Earl Fruit Co....Side
113.9	Loomis	No. 1 Hill track, Law Bros., Fruit Hse....Side
	ROSEVILLE-GERBER	
117.0	Lincoln	Diamond Match Co., Lumbershed....Side
	Clayton	Stockton Fire Brick Co., Spur....Overhead
140.8	Marysville	W. T. Ellis Warehouse....Side
140.8	Marysville	Stock Corral Fence....Side
140.8	Marysville	Buckeye Mill platform....Side
140.8	Marysville	Marysville Ice & C.S.Co. platform....Side
122.0	Marysville, E Street	Yuba Construction Co., platform....Side
161.4	Biggs	Water Tank....Side
161.4	Biggs	Doty Warehouse....Side
161.4	Biggs	Rice Mill Siding....Side & Overhead
	CHICO-STIRLING CITY	
199.6	Ostrander	Cattle Guard....Side
206.2	Appleton	Station platform....Side
	WOODLAND-TEHAMA	
89.2	Elvaton	De Pue Gravel Hoist....Side & Overhead
103.2	Dunnigan	Water Tank....Side
117.6	Genevra	Water Tank....Side
124.2	Williams	Bartlett Water Co., shed platform....Side
124.2	Williams	Stoval-Wilcox Wholesale platform....Side & Overhead
124.2	Williams	Williams Warehouse Co., platform....Side
129.1	Cortena	Colusa & Lake Freight House platform....Side
133.0	Maxwell	Water Tank....Side
	WYO-HARRINGTON	
120.8	Grimes	Water Spout....Overhead
145.9	Princeton	Water Spout....Overhead
150.4	Codora	Warehouse....Side
165.9	Rotavele	Elevator....Side
177.4	Hamilton	Boiler House of sugar factory....Side
177.4	Hamilton	Shed over beet unloading track....Overhead
	DAVIS-OROVILLE	
80.7	Merritt	Freight house platform siding....Side
107.5	Marcuse	Warehouse platform, siding....Side
111.4	Tudor	Freight house platform siding....Side
111.4	Tudor	Water Tank....Side
112.4	Abbott	Earl Fruit Co. bldg. siding....Side
120.4	Yuba City	S.N.R.R. trolley wire, E. of depot....Overhead
135.0	Honcut	Stock corral chute....Side
135.0	Honcut	Station platform....Side
135.0	Honcut	Brown's Warehouse....Side
147.9	Oroville	C. L. Bills cement warehouse....Side
147.9	Oroville	Olive Produce Co. porch....Side
147.9	Oroville	Ice House platform....Side
	Sheffield	Platform on wye....Side
	SACRAMENTO-PLACERVILLE	
91.5	Sacramento, 23rd & R	Contractors' spur, building....Side
	Brighton	Unloading pit center of track A. Teichert Co. spur.
95.9	Perkins	Perkins' Store....Side
98.9	Mayhew	Humphrey Packing house platform....Side
98.9	Mayhew	Earl Fruit Co. platform....Side
122.3	Cothrin	Rock Cut....Side
126.4	Latrobe	Rock Cut....Side
126.5	E. of Latrobe	Rock Cut....Side
128.6	E. of Latrobe	Rock Cut....Side
148.7	Placerville	Water Tank....Side
	SACRAMENTO-WALNUT GROVE	
93.0	Charles	Stock Chutes at 93-A....Side
113.4	Walnut Grove	Pacific Fruit Bldg....Side

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	All Steel	Underframe Steel	Wood
Baggage—60 ft.	92,100	......	......
“ —66 ft.	127,400	......	......
“ —70 ft.	121,300	......	......
“	......	......	77,600
“ —(Dynamo)	102,700	......	......
“ and Mail—60 ft.	102,200	......	......
“ “ “ —69 ft.	123,900	......	......
“ “ “ —70 ft.	127,500	......	......
“ “ “	......	97,800	78,600
“ and Passenger	117,250	......	72,300
“ —CM&StP	125,000	......	......
Express Refr.—NP RR	......	74,000	60,000
“ “ —GN RR	......	......	70,000
“ “ —ARE No. 40-154	......	78,000	......
“ “ — “ “ 155-224	......	89,000	......
“ “ — “ “ 500-506	......	110,000	......
“ “ — “ “ 1101-1175	......	85,000	......
“ “ —PFE “ 500-799	......	83,000	......
Tea & Silk	......	......	48,100
Express, Horse	129,300	......	79,400
Postal	112,000	......	......
“ Storage—40 ft.	74,100	......	......
“ “ —60 ft.	105,100	......	......
Club	146,300	121,800	......
Official	170,500	137,300	101,700
—CM&StP	141,000	......	......
Chair	101,700	......	84,800
Coaches—60 ft.	100,100	......	......
“ —70 ft.	136,800	......	......
“ —72 ft.	138,900	......	......
“ —72 ft., Interurban	120,000	......	......
“ —CM&StP	133,000	......	......
“	......	......	75,000
All-Day Lunch—Chair	100,500	......	......
“ “ “ —Coach	96,300	......	......
Cafe-Coach	......	......	117,200
Diner—70 ft.	......	134,900	129,000
“ —72 ft.	154,400	146,900	133,500
“ —77 ft.	153,300	156,600	......
“ —79 ft.	167,500	......	......
Cafe-Observation	......	......	119,000
Observation	......	137,700	122,000
Pullman—Observation	163,600	153,000	......
“ —Parlor	155,600	147,500	......
“ —Standard Sleeper	164,600	144,000	......
“ —Tourist	140,600	133,000	......
CM&StP—Tourist Sleeper	141,000	......	......

RATING OF LOCOMOTIVES—SACRAMENTO DIVISION—In M's of 1000 lbs. back of Tender.

Revised to May 6, 1928

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Sacramento and Gerber via Roseville	Roseville to Colfax Via Eastward Track	Colfax to Sparks Roseville to Colfax via Westward Track	Sparks to Truckee	Truckee to Summit	Davis and Gerber Davis and Marysville	Placerville to Folsom	Folsom to Placerville	Folsom to Sacramento	Sacramento to Folsom	Chico to Stirling City	Stirling City to Chico
E-2	E-69 18/24 59	1375	150	2210	....	....	....	....	1850	....	....	1930	1250	....	....
E-2	E-69 18/24 61	1376, 1381													
E-4	E-69 18/24 65	1398	160	2360	....	....	....	....	1980	....	....	2060	1340	....	....
E-5	E-69 18/24 69	1383, 1387, 1394, 1396, 1397, 1401	165	2430	....	....	....	....	2040	....	....	2120	1370	....	....
E-1	E-73 18/24 63	1432	160	2250	....	....	....	....	1890	....	....	1970	1280	....	....
E-23	E-73 20/24 92	1438 to 1458	190	3310	720	450	1160	530	2780	....	....	2890	1880	....	....
E-23	E-73 20/24 101 S	1438 to 1458	190	3430	750	470	1200	550	2890	1060	560	2990	1950	....	....
E-24	E-69 18/26 73	1459 to 1463	165	2580	....	....	....	....	2100	....	....	2260	1410	....	....
E-24	E-69 18/26 74	1464 to 1467, 1469, 1471													
E-25	E-69 18/26 72	1470, 1472, 1477, 1478	160	2510	....	....	....	....	2050	....	....	2190	1380	....	....
E-27	E-73 20/26 113 S	1526 to 1540	210	4000	....	....	....	....	3100	....	....	....	....	....	....
M-4	M-63 20/28 126	1615 to 1719	190	4280	1050	690	1630	800	3380	1240	780	3740	2300	....	....
M-4	M-63 20/28 128 S														
M-4	M-63 20/28 135 S														
M-6	M-63 21/28 150 S	1725 to 1769, 1780 to 1803	200	5260	1300	870	2020	1000	4160	1550	990	4610	2840	530	980
M-6	M-63 21/28 153 S	1823 to 1825													
M-9	M-63 21/28 150 S	1804 to 1822	210	5540	1390	930	2140	1060	4390	1630	1050	4850	2990	570	1050
M-9	M-63 21/28 156 S	1826, 1827													
T-8	T-57 18/24 87	2174, 2176 to 2179, 2181, 2183	160	2780	....	....	....	....	2220	....	....	2430	1500	250	490
T-2	T-63 20/26 105	2221 to 2234	160	2830	....	....	....	....	2310	....	....	2470	1560	220	460
T-1	T-63 20/28 112	2235 to 2273	180	3840	900	590	1420	680	3080	1110	700	3360	2090	370	700
T-25	T-69 26/28 134	2275 to 2280	200	4220	980	630	1550	730	3430	1180	720	3690	2320	360	720
T-26	T-69 21/28 152 S	2283 to 2300	200	4800	1150	750	1800	870	3900	1380	860	4230	2680	440	860
T-23	T-63 21/28 148 S	2301 to 2308, 2310	210	5550	1380	920	2130	1060	4400	1650	1060	4860	3000	560	1040
T-28	T-63 22/28 162 S	2311 to 2352	210	6060	1520	1020	2340	1160	4800	1800	1150	5310	3270	630	1150
T-32	T-69 23/28 174 S	2363 to 2370 2372 to 2384	210	6170	1470	970	2300	1120	5040	1800	1140	5400	3440	....	....
C-11	C-51 22/26 152	2502	180	5170	....	....	....	....	4050	1550	1000	4490	2770	550	1100
C-12	C-50 20/28 164	2503	190	4760	....	....	....	....	3720	1380	870	4160	2520	580	1080
C-9, 10	C-57 22/30 200 SF	2513 to 2599, 2752 to 2857.	210	6660	1680	1130	2600	1290	5220	1980	1280	5790	3560	....	....
C-9, 10	C-57 22/30 194 S														
C-8	C-57 22/30 192 S	2698 to 2751													
C-5	C-57 22/30 187 S	2624 to 2679													
C-5	C-57 22/30 185 S	2680 to 2693													
C-5	C-57 22/30 180	2624 to 2679	200	5930	1460	970	2280	1110	4640	1750	1110	5140	3150	....	....
C-5	C-57 22/30 178	2680 to 2693													
C-2	C-57 22/34 180 S	2600 to 2611	190	6280	1620	1090	2490	1240	4910	1870	1210	5250	3350	680	1230
C-4	C-57 22/34 183 S	2612 to 2623													
C-2	C-57 22/34 172	2600 to 2611	185	5750	1460	970	2250	1110	4490	1700	1090	4800	3060	680	1230
C-4	C-57 22/34 176	2612 to 2623													
TW-1	TW-54 22/26 147	2900 to 2913	180	5070	1260	840	1960	960	3960	1490	950	4450	2690	500	950
TW-8	TW-54 21/32 161 S	2914 to 2923	190	5660	1430	960	2220	1100	4430	1680	1080	4730	3020	600	1120
TW-8	TW-54 21/32 155	2914 to 2923	180	5020	1260	840	1960	960	3920	1470	930	4190	2660	....	....
TW-4	TW-56 20/30 120	2928, 2930, 2931	160	3920	940	610	1480	710	3070	1160	740	3430	2090	400	740
Mk2	Mk57 23½/30 206 S	3200 to 3240	210	7830	2000	1350	3050	1540	6130	2340	1520	6800	4190	....	....
Mk4	Mk57 23½/30 206 S														
Mk5, 6	Mk63 26/28 210 S	3241 to 3277	200	8000	2050	1380	3150	1570	6400	2400	1540	7070	4380	....	....
F-1	F-63 27½/32 273 S	3600 to 3652	200	8000	2420	1620	3650	1850	....	....	....	....	....	....	....
F-4, 5	F-63 29½/32 306/B-61 SF.	3668 to 3763	200	8000	2730	1820	4150	2090	....	....	....	....	....	....	....
F-5	F-63 29½/32 306/B-62 SF.	3764 to 3768													
MC-2	MC-57 $\frac{26-40}{30}$394	4000 to 4009, 4011 to 4016.	200	8000	3250	2200	4950	2500	....	....	....	....	....	....	....
MC-4	MC-57 $\frac{26-40}{30}$398	4017 to 4027													
MC-6	MC-57 $\frac{26-40}{30}$401 S	4029 to 4040, 4042, 4043													
MC-6	MC-57 $\frac{26-40}{30}$395 S	4044 to 4048													
AC-1	AC-57 $\frac{22-22}{30}$394 SFB	4010													
AC-2	AC-57 $\frac{22-22}{30}$398 SFB	4028													
AC-3	AC-57 $\frac{22-22}{30}$401 SF	4041													
MM-2	MM-63 $\frac{35-38}{28}$320 SF	4200 to 4211	200	8000	2450	1630	3750	1870	....	....	....	....	....	....	....
SP-1	SP-63 $\frac{28-32}{25}$316/B-60 SF	5000 to 5015	225	8000	3150	2100	4800	2400	....	....	....	....	....	....	....
SP-2	SP-63 $\frac{28-32}{25}$317/B-61 SF	5016 to 5038													
P-1, 3	P-77 22/28 141 S	2400 to 2437, 2459, 2460	210	4980	1140	730	1820	850	4080	1390	840	4350	2780	....	....
P-1, 3	P-77 22/28 148/B-58 SF	2400 to 2437	210	5350	1180	760	1900	880	4400	1440	870	4700	3000	....	....
P-1, 3	P-77 22/28 144/B-58 S	2400 to 2437													
P-4	P-77 23/28 168/B-54 SF	2409, 2422	210	5850	1280	810	2050	950	4800	1560	930	5100	3200	....	....
Allowance for Empty and Under-loaded Cars		Less than 40 M's		6	6	3	6	3	6	3	3	6	6	6	6
		40 M's to 50 M's		3	3	0	3	0	3	0	0	3	3	3	3
		More than 50 M's		0	0	0	0	0	0	0	0	0	0	0	0

RULING GRADES AND MAXIMUM CURVES

DISTRICTS		Per Cent Grade	Degree Maximum Curve	Per Cent Equivalent Grade
Sacramento	to Elvas	0.30	8°	0.64
Elvas	to Sacramento	0.22	8°	0.53
Elvas	to Roseville	0.40	6°30′	0.65
Roseville	to Elvas	0.39	6°30′	0.54
Roseville	to Colfax	1.50	4°	1.66
Colfax	to Roseville	0.22	10°12′	0.64
Colfax	to Blue Canon	2.42	10°30′	2.83
Blue Canon	to Colfax	0.30	10°30′	0.71
Blue Canon	to Truckee	2.20	10°20′	2.60
Truckee	to Blue Canon	2.04	10°20′	2.45
Truckee	to Sparks	0.26	9°	0.62
Sparks	to Truckee	1.00	9°	1.36
Roseville	to Gerber	0.81	8°46′	1.14
Gerber	to Roseville	0.76	8°46′	1.10
Davis	to Tehama	1.00	5°	1.20
Tehama	to Davis	0.73	5°	0.93

TRAINMASTERS

J. LORD		SACRAMENTO, CAL.
C. C. FISHER		SACRAMENTO, CAL.
E. F. NASSOIY		ROSEVILLE, CAL.
M. L. JENNINGS		ROSEVILLE, CAL.
E. C. PEARCE	Assistant Trainmaster	TRUCKEE, CAL.

ROAD FOREMEN OF ENGINES

C. A. FOGUS	SACRAMENTO, CAL.
J. B. STARBUCK	ROSEVILLE, CAL.

CHIEF TRAIN DISPATCHERS

O. T. STACKPOOLE	Chief Train Dispatcher	SACRAMENTO, CAL.
D. A. NEELLEY	Assistant Chief Train Dispatcher	SACRAMENTO, CAL.
C. N. JONES	Assistant Chief Train Dispatcher	SACRAMENTO, CAL.

EXAMINER

W. S. HOOSON	SACRAMENTO, CAL.

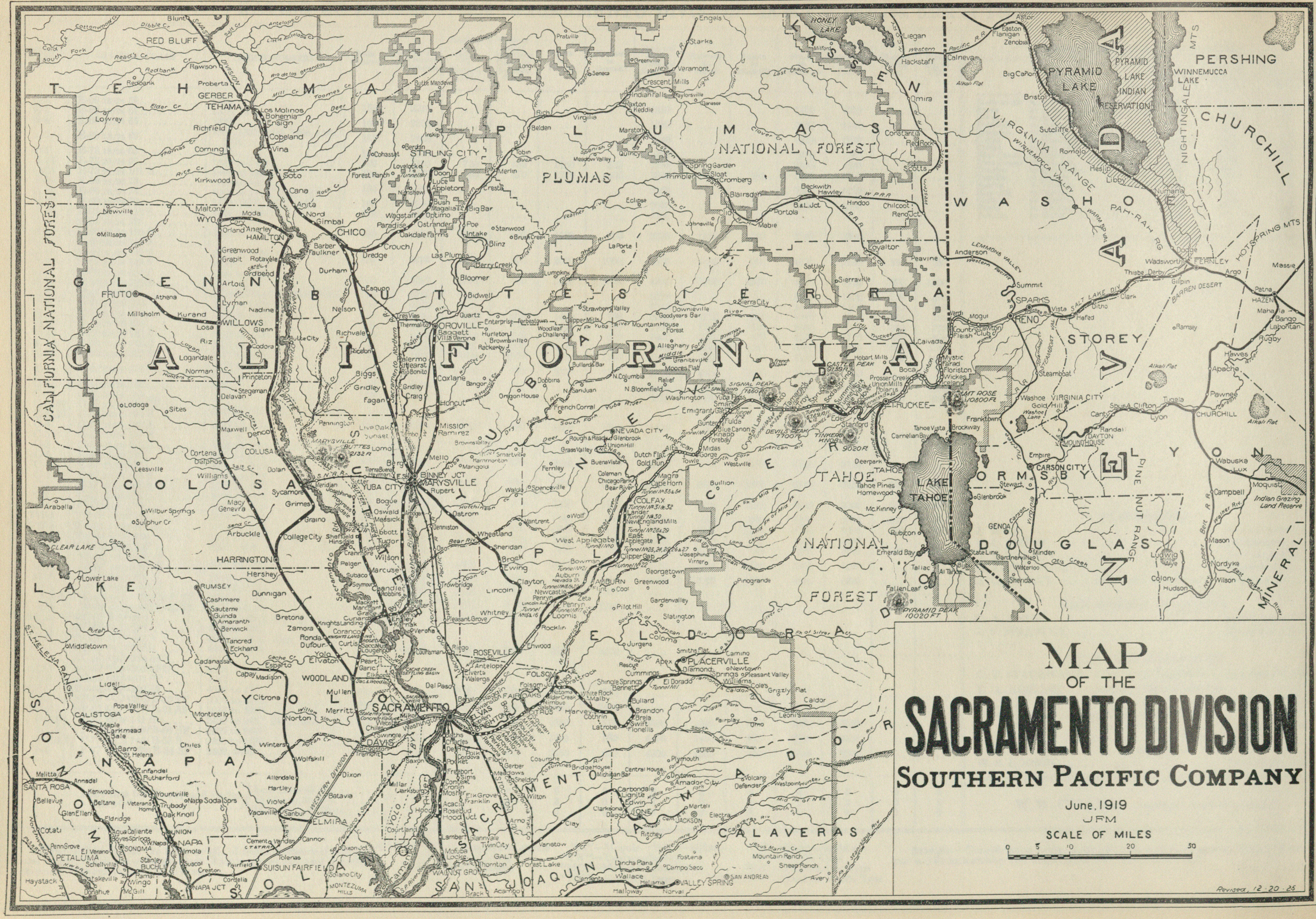
W. M. STILLMAN, Assistant Superintendent.

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine
"T"—Ten-wheelers
"MM"—Mallet Mogul
"M"—Moguls "Mk"—Mikado
"TW"—Twelve-wheelers
"MC"—Mallet Consolidation
"MT"—Mountain Type
"E"—Eight-wheelers
"P"—Pacific Type
"F-5"—Two-ten-two Type
"SP,I,S.P.2"—Southern Pacific Type

Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers:

$$\text{C-57}\,\frac{22}{30}\,187$$


CALIFORNIA
NEVADA
TEHAMA
GLENN
BUTTE
PLUMAS
LASSEN
SIERRA
COLUSA
YUBA
SUTTER
NEVADA
PLACER
EL DORADO
YOLO
LAKE
NAPA
SONOMA
SOLANO
SACRAMENTO
SAN JOAQUIN
AMADOR
CALAVERAS
WASHOE
STOREY
ORMSBY
DOUGLAS
LYON
CHURCHILL
PERSHING
MINERAL
CALIFORNIA NATIONAL FOREST
PLUMAS NATIONAL FOREST
TAHOE NATIONAL FOREST
PYRAMID LAKE INDIAN RESERVATION
PYRAMID LAKE
WINNEMUCCA LAKE
HONEY LAKE
LAKE TAHOE
CLEAR LAKE
RED BLUFF
GERBER
TEHAMA
CHICO
HAMILTON
WILLOWS
FRUTO
OROVILLE
MARYSVILLE
YUBA CITY
BINNEY JCT
COLUSA
HARRINGTON
WOODLAND
DAVIS
SACRAMENTO
ROSEVILLE
FOLSOM
PLACERVILLE
AUBURN
COLFAX
NEVADA CITY
TRUCKEE
RENO
SPARKS
CARSON CITY
VIRGINIA CITY
FERNLEY
HAZEN
CALISTOGA
SANTA ROSA
PETALUMA
NAPA
NAPA JCT
SUISUN FAIRFIELD
ELMIRA
GALT
IONE
VALLEY SPRING
STIRLING CITY
WYO
CASTLE PEAK 9139 FT
SIGNAL PEAK 7850 FT
DEVILS PEAK 7700 FT
TINKERS KNOB 9020 FT
MT ROSE 10800 FT
PYRAMID PEAK 10020 FT
MARYSVILLE BUTTES 2132 FT
SHASTA DIVISION
WESTERN DIVISION
SALT LAKE DIV
Western Pacific R.R.
W.P.R.R.
VIRGINIA RANGE
PAH-RAH RG
PINE NUT RANGE
HOT SPRING MTS
NIGHTINGALE MTS
BARREN DESERT
Indian Grazing Land Reserve
ST HELENA RANGE
MONTEZUMA HILLS

MAP OF THE SACRAMENTO DIVISION

SOUTHERN PACIFIC COMPANY

June, 1919

JFM

SCALE OF MILES

0 5 10 20 30

Revised, 12-20-25